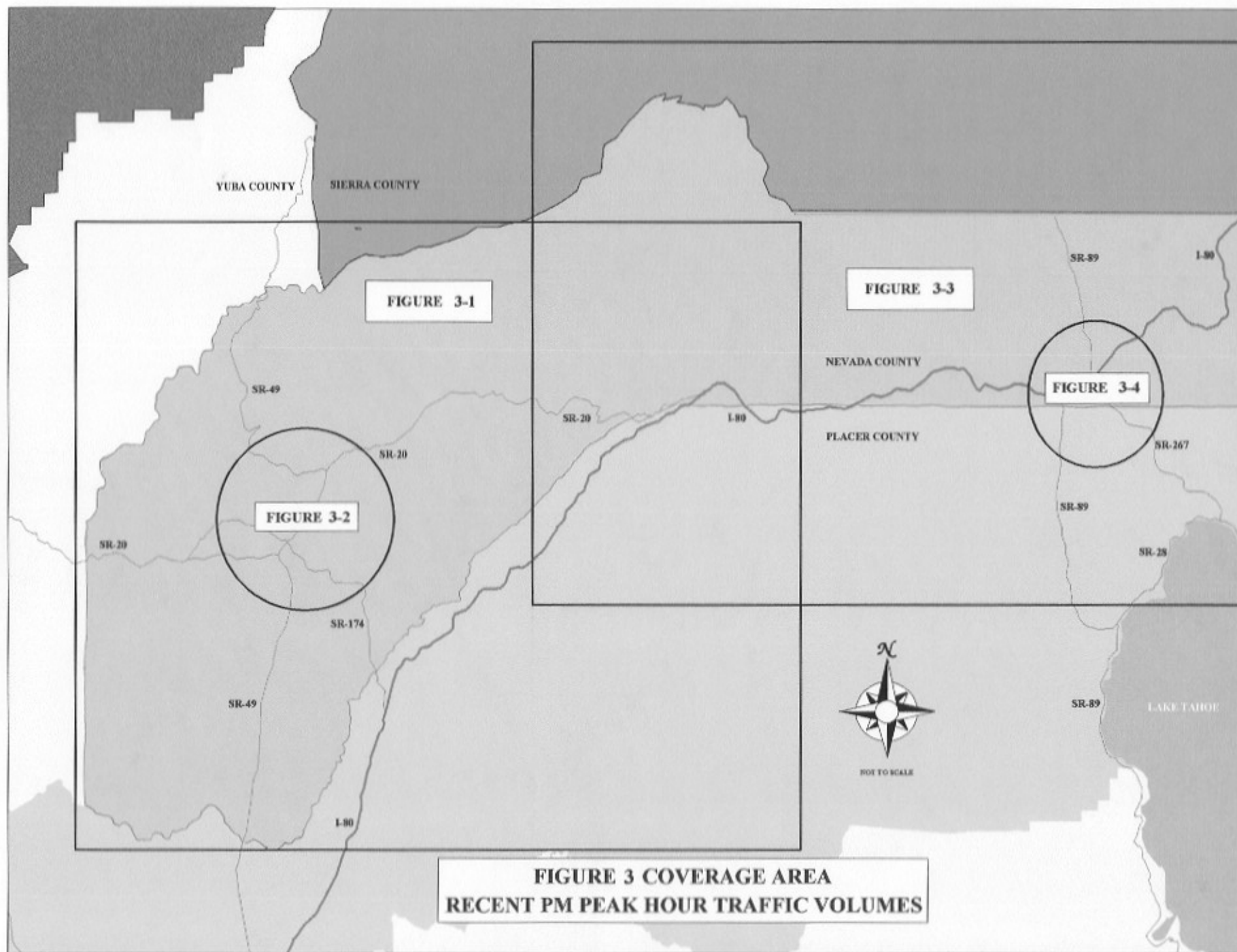
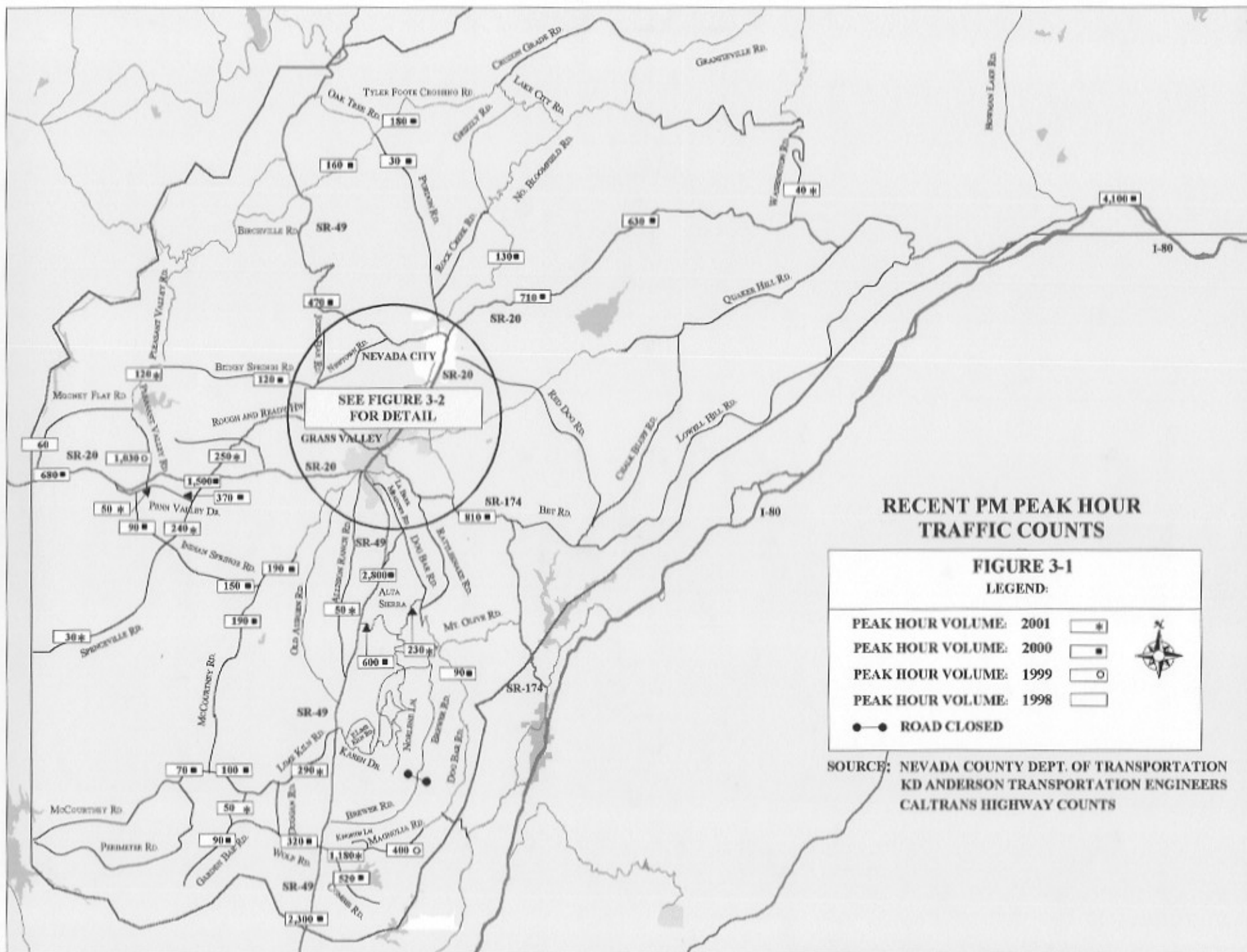


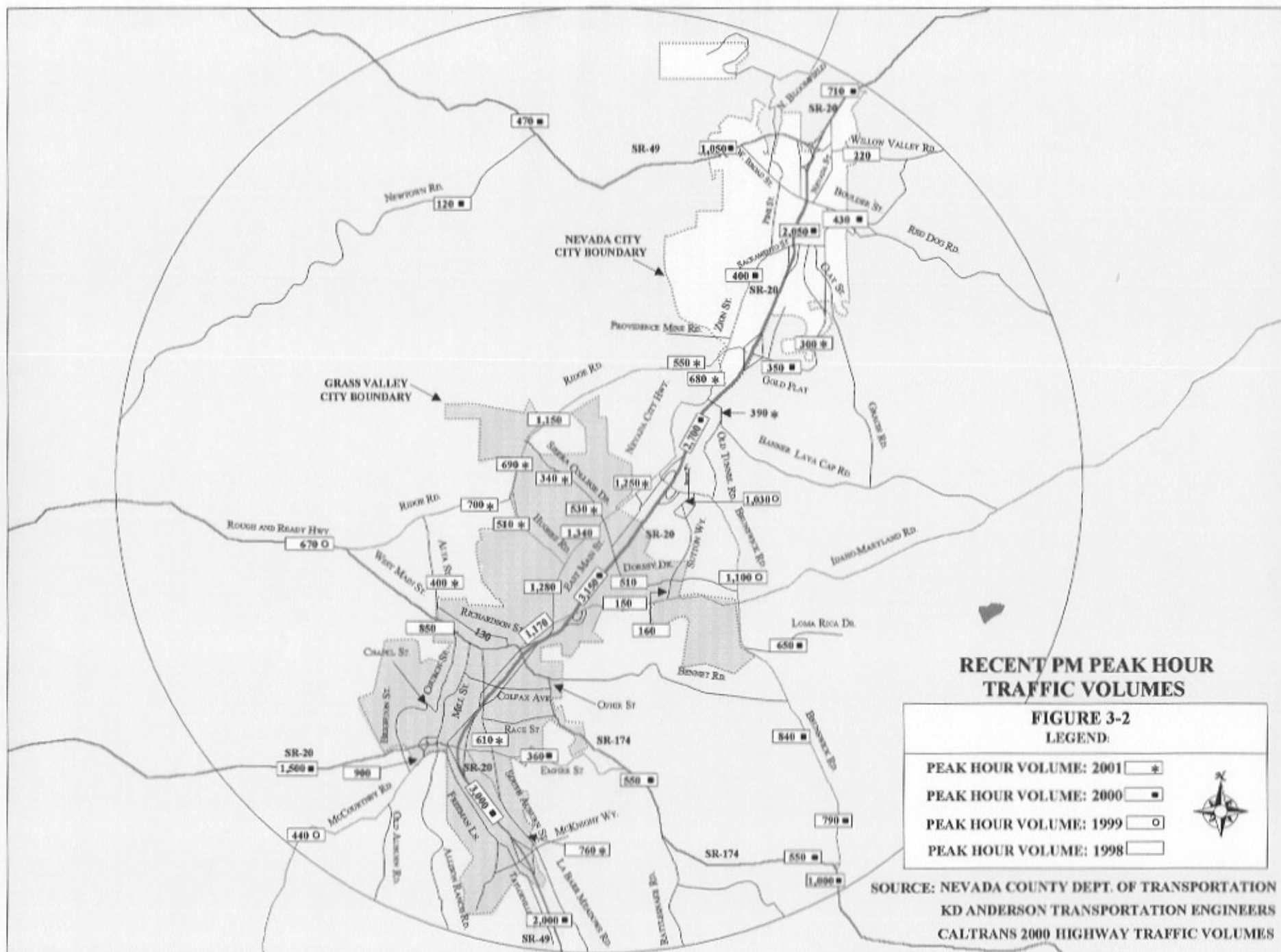
Peak Hour Volume and Level of Service Data

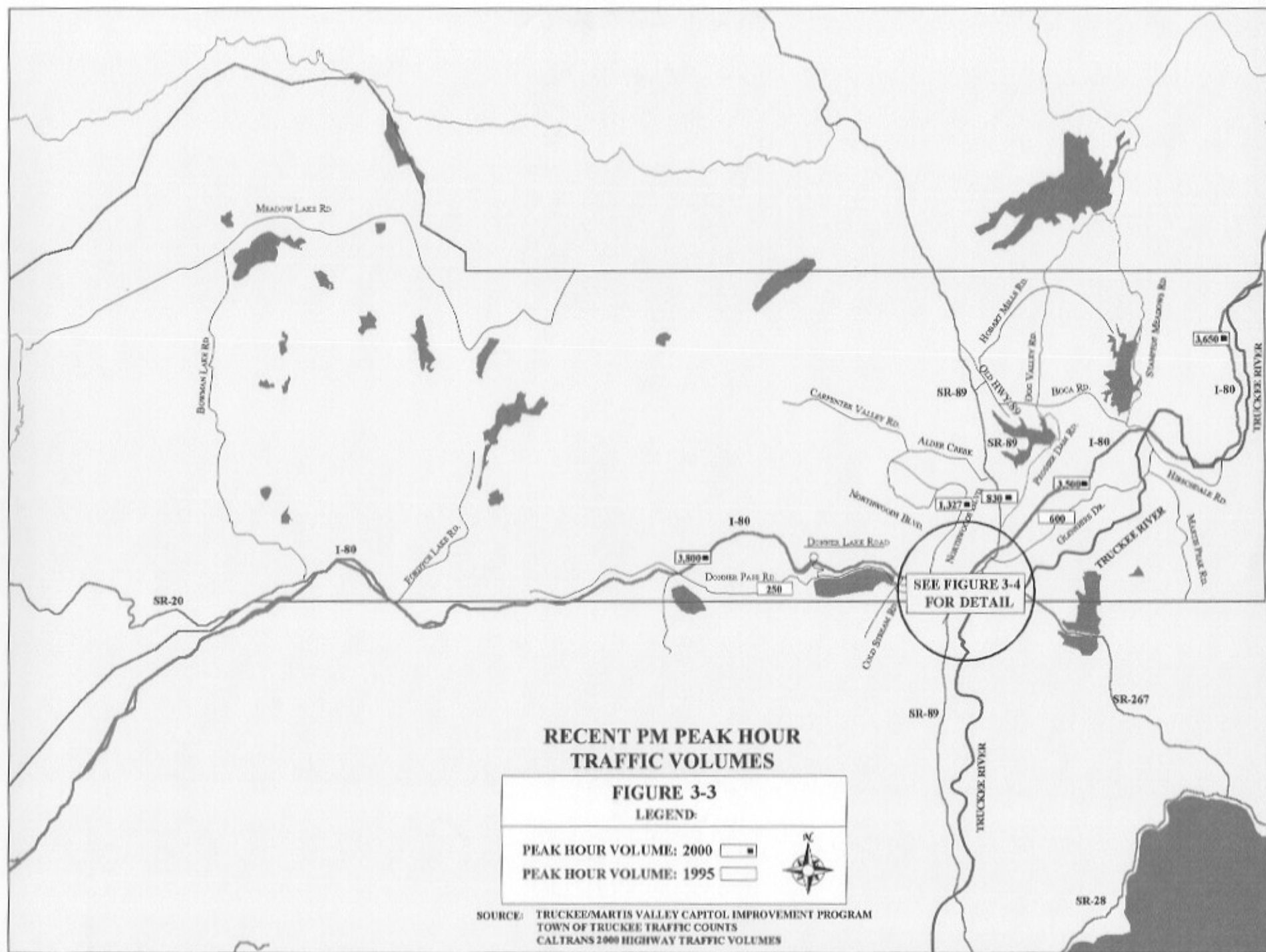
This information from the 2001 Regional Transportation Plan was included in the appendix of the RTP to provide background data. In 2006, NCTC will complete a comprehensive update of its regional traffic model and associated database.

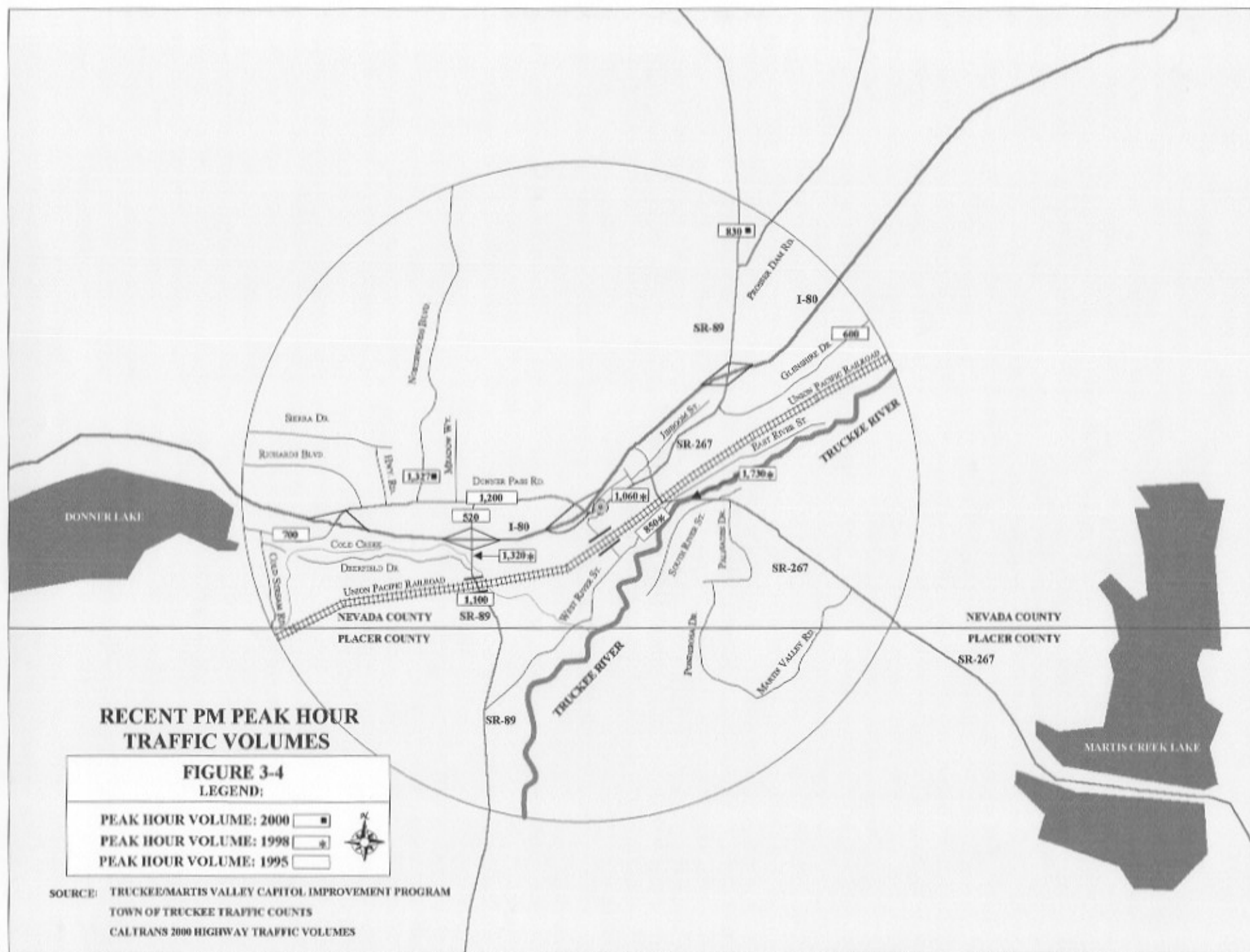


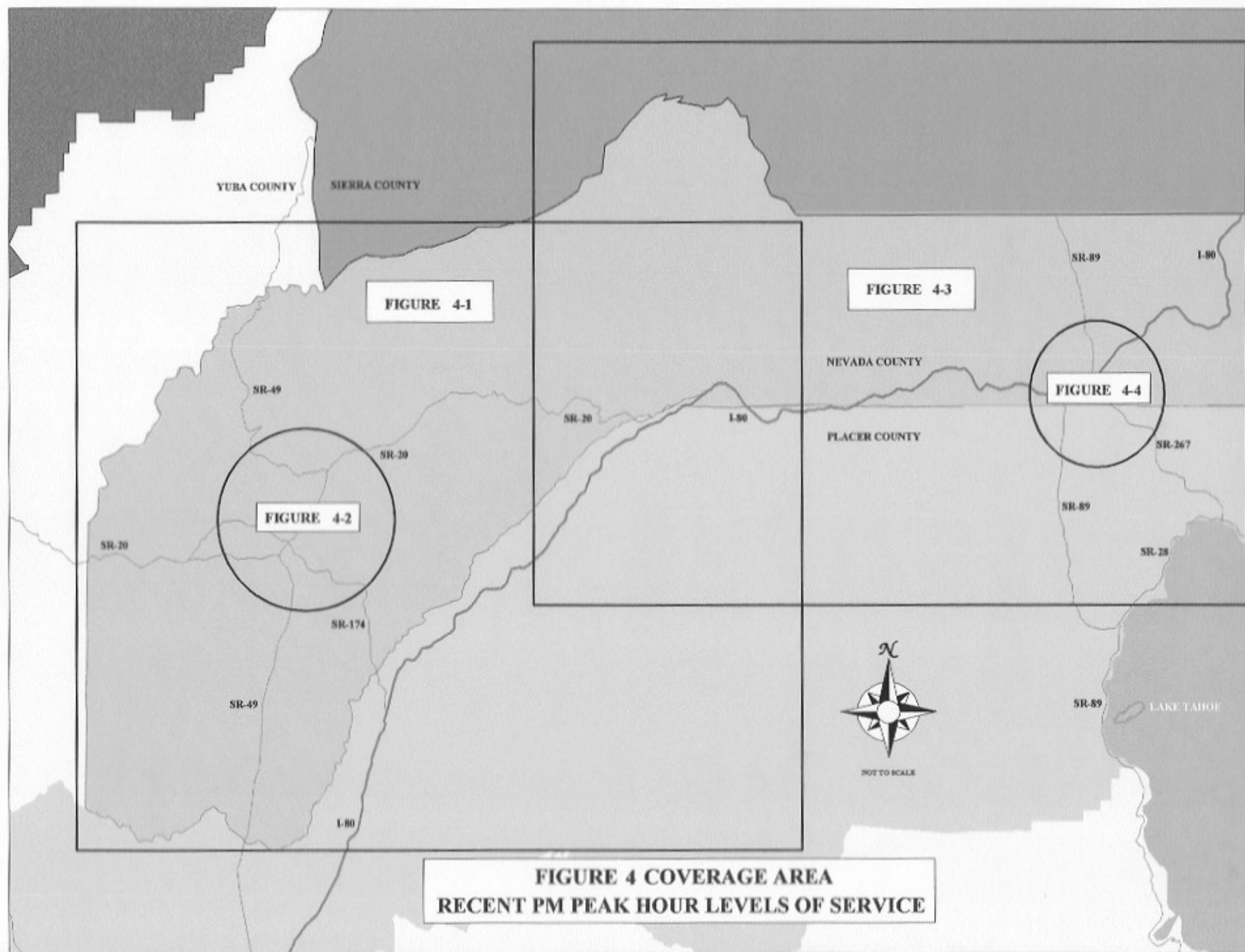
**FIGURE 3 COVERAGE AREA
RECENT PM PEAK HOUR TRAFFIC VOLUMES**

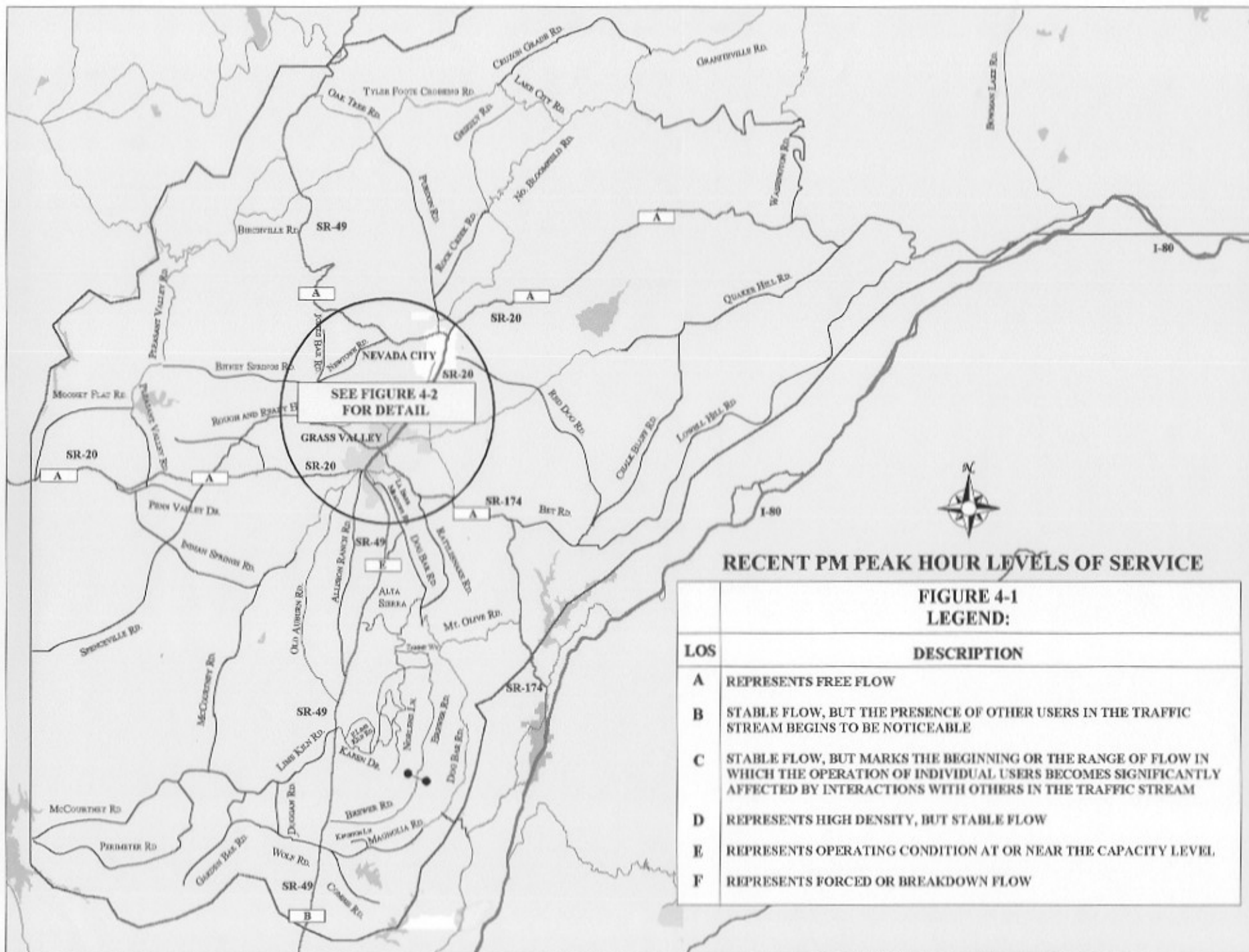


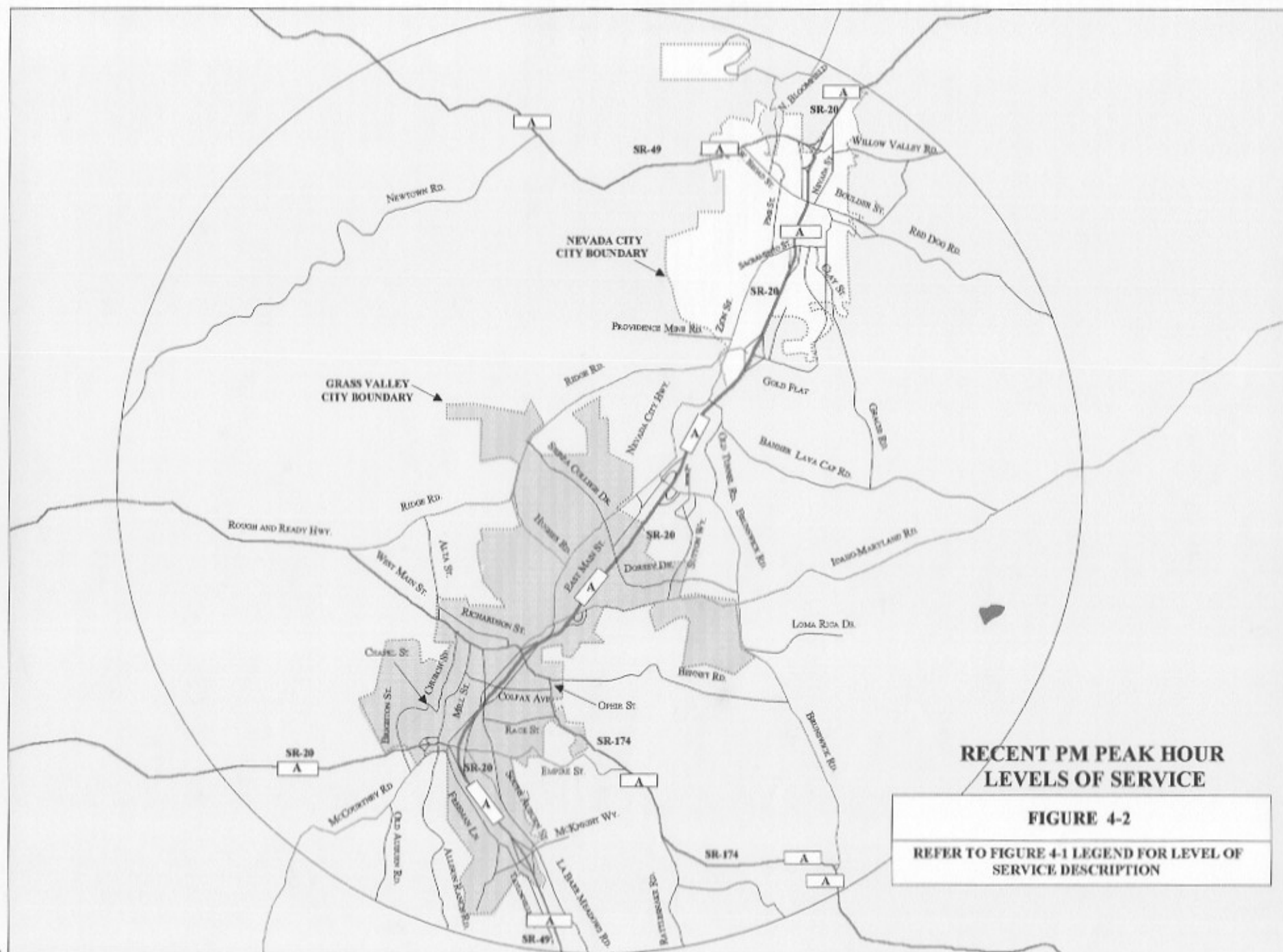


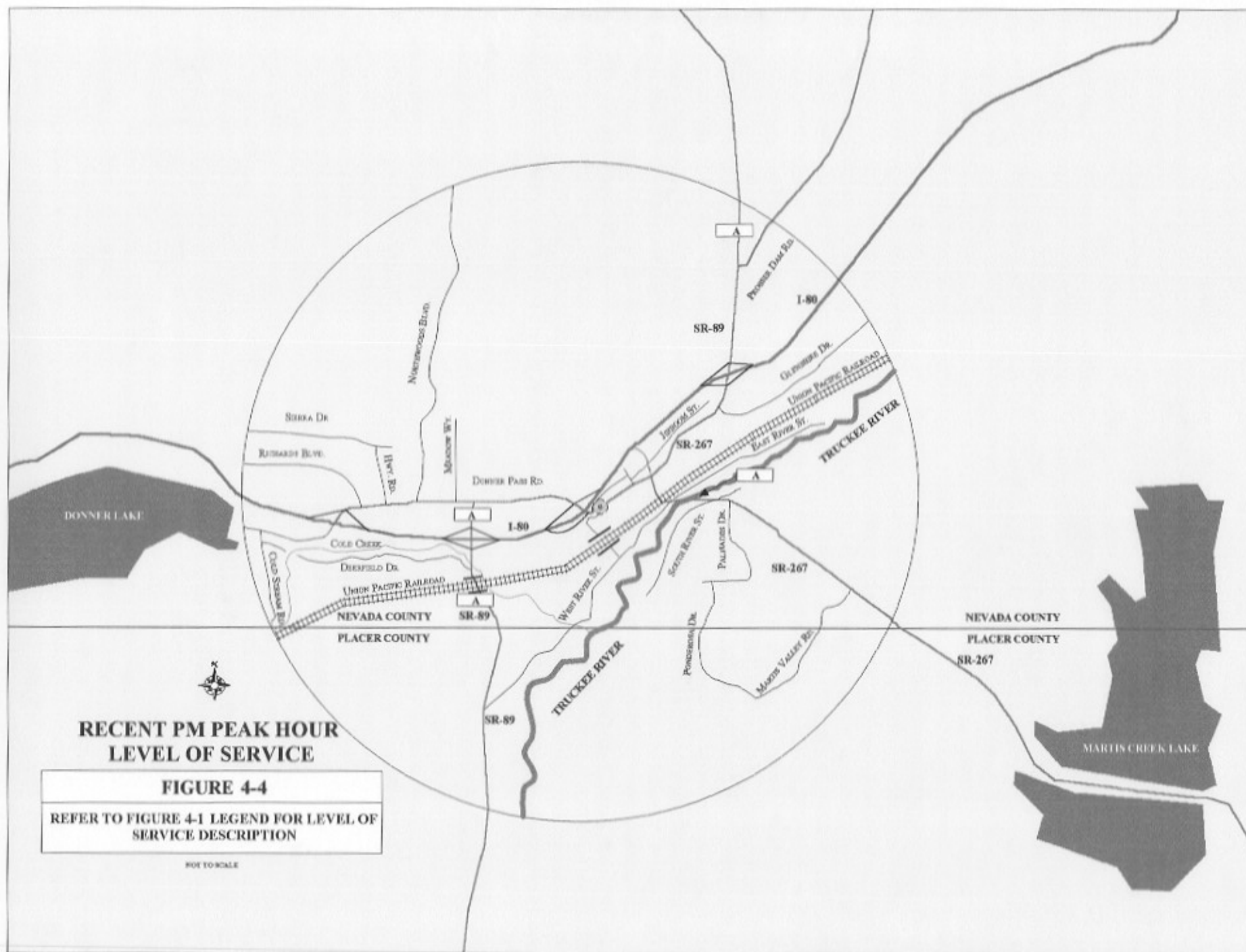


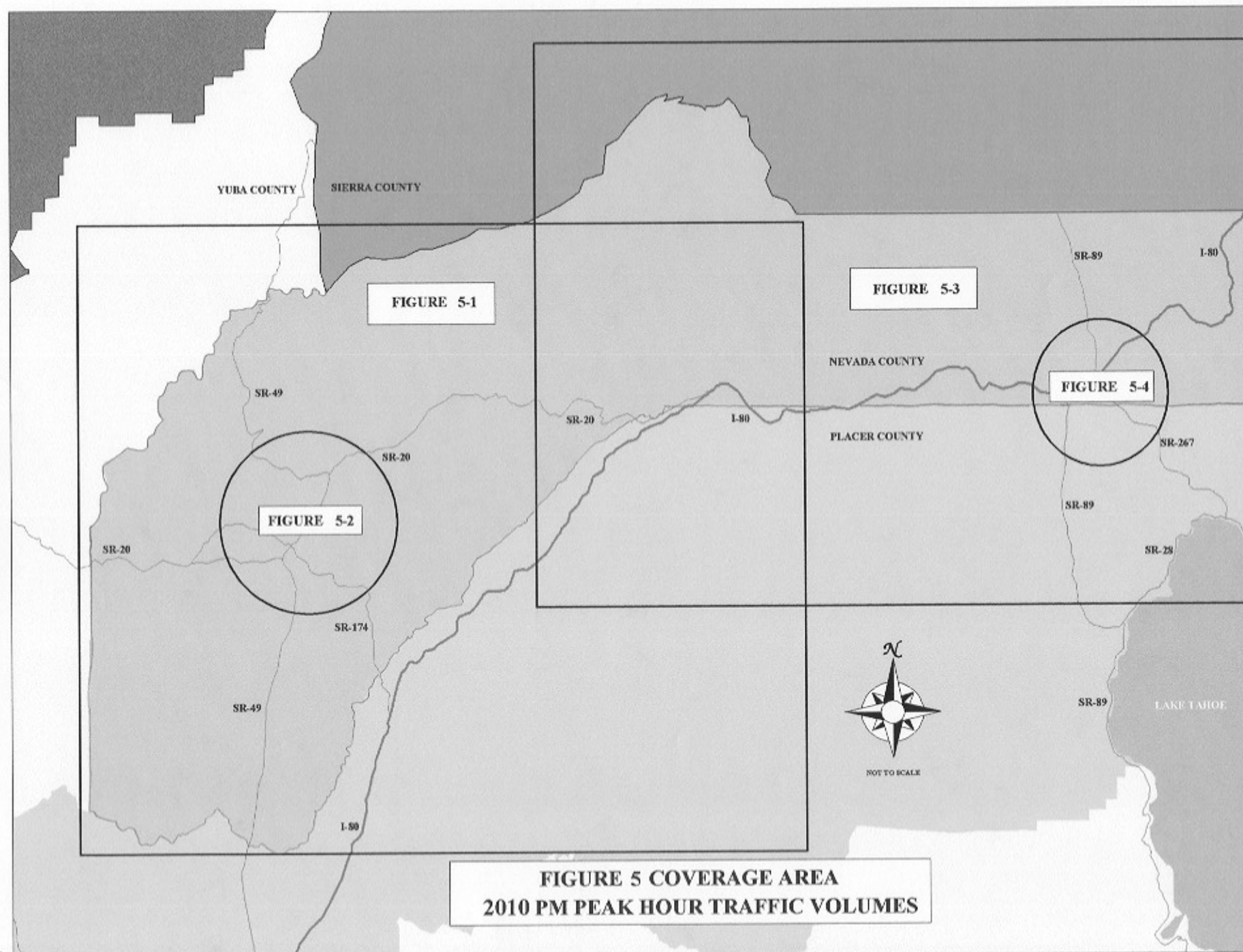


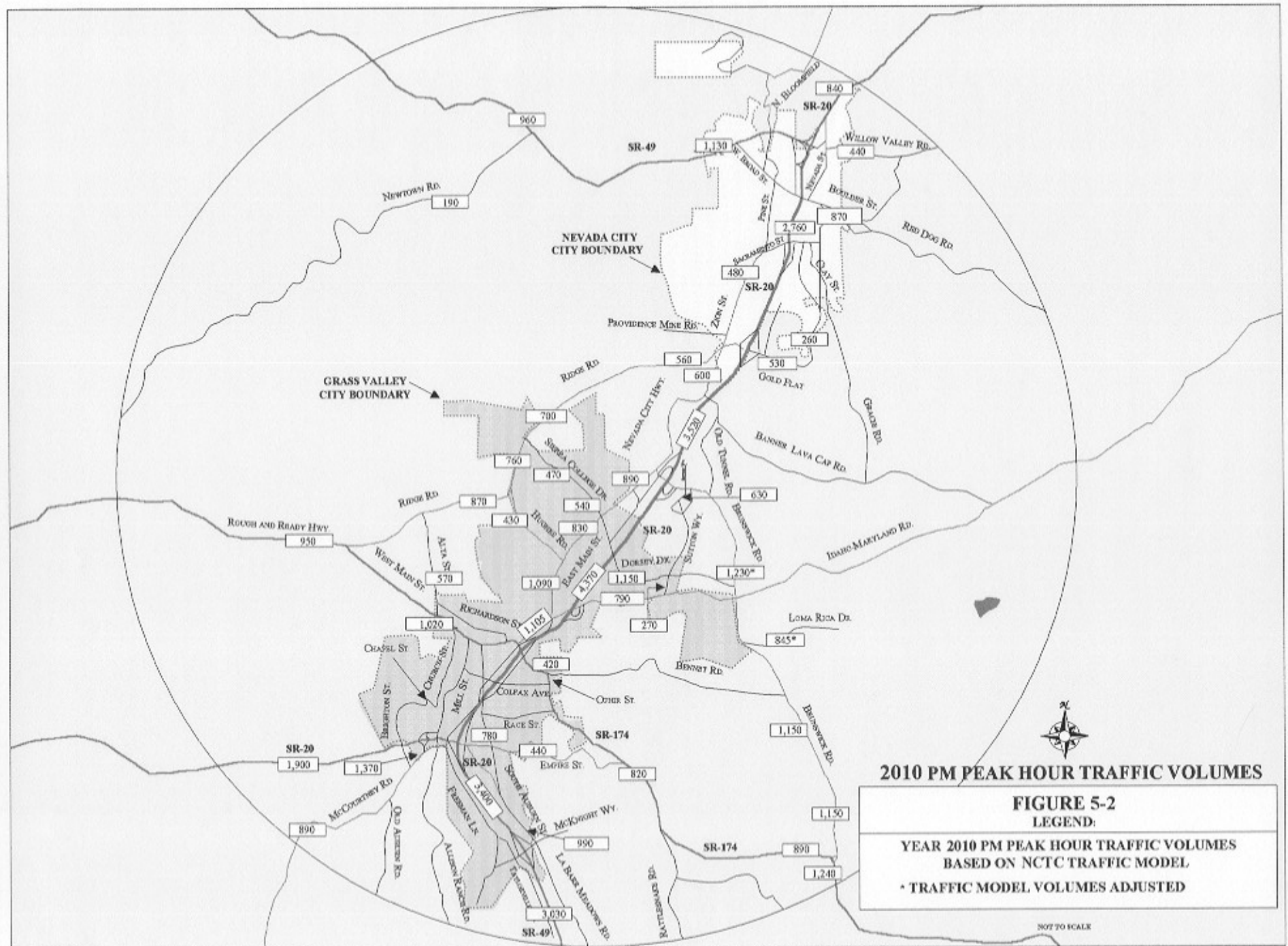


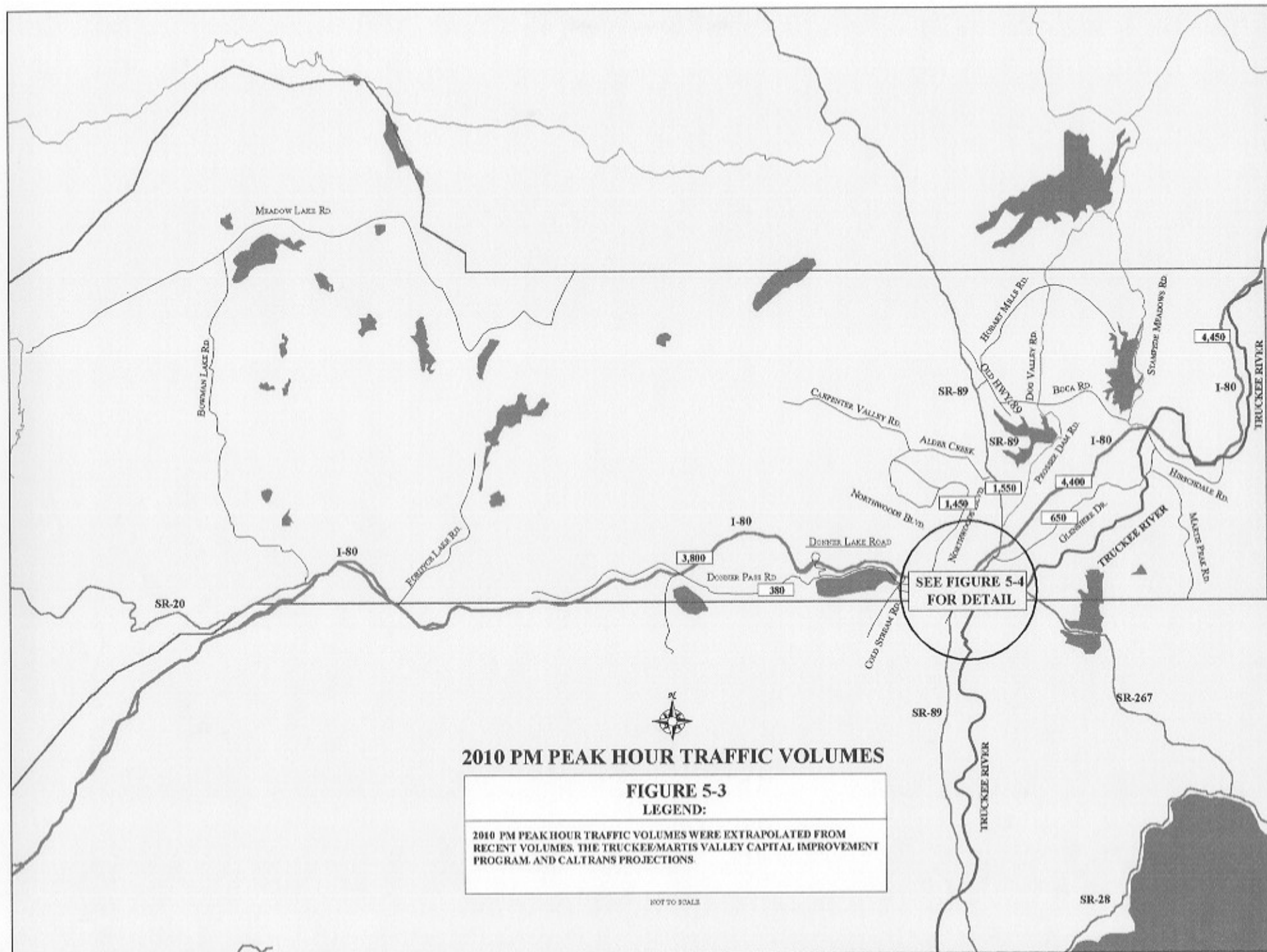










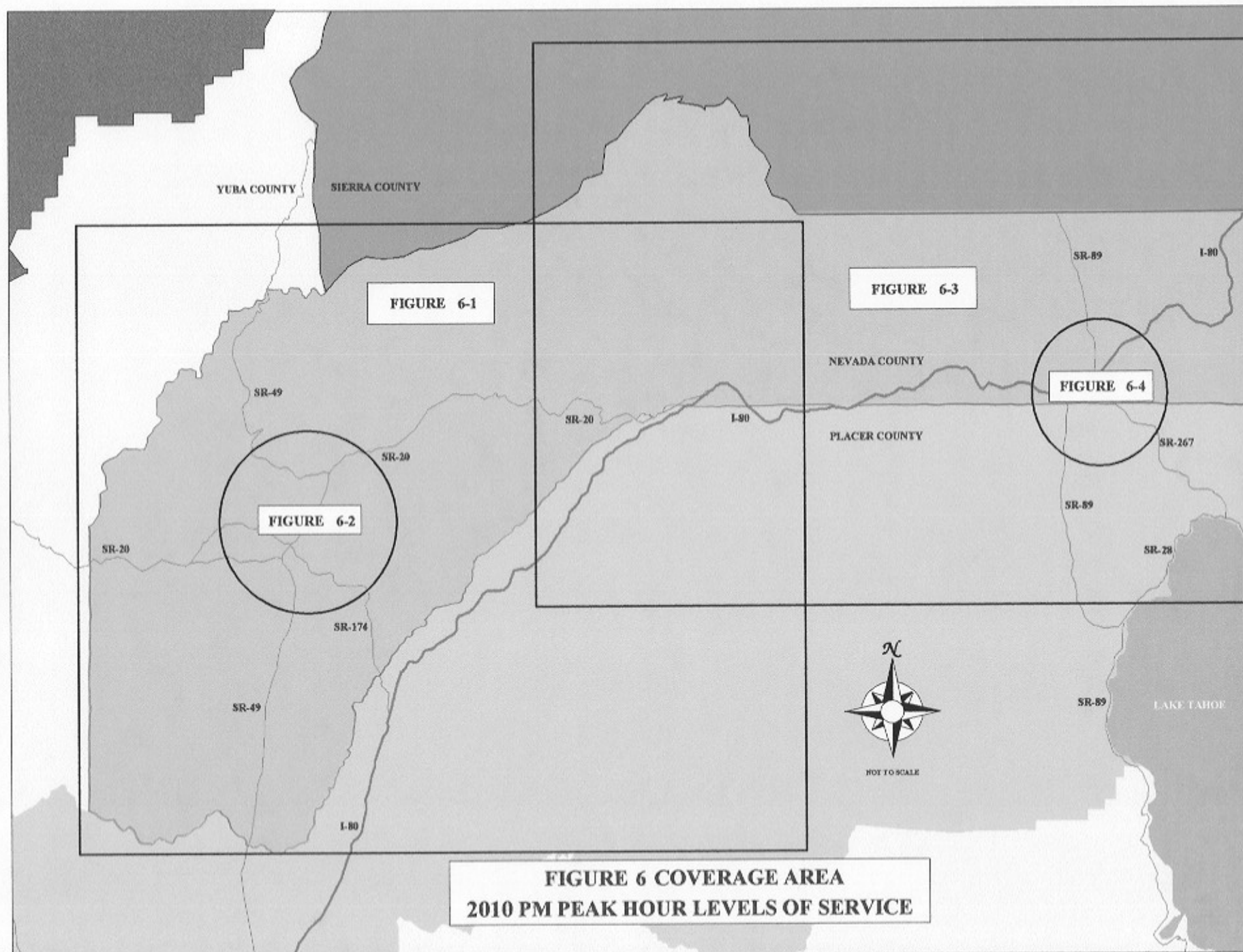


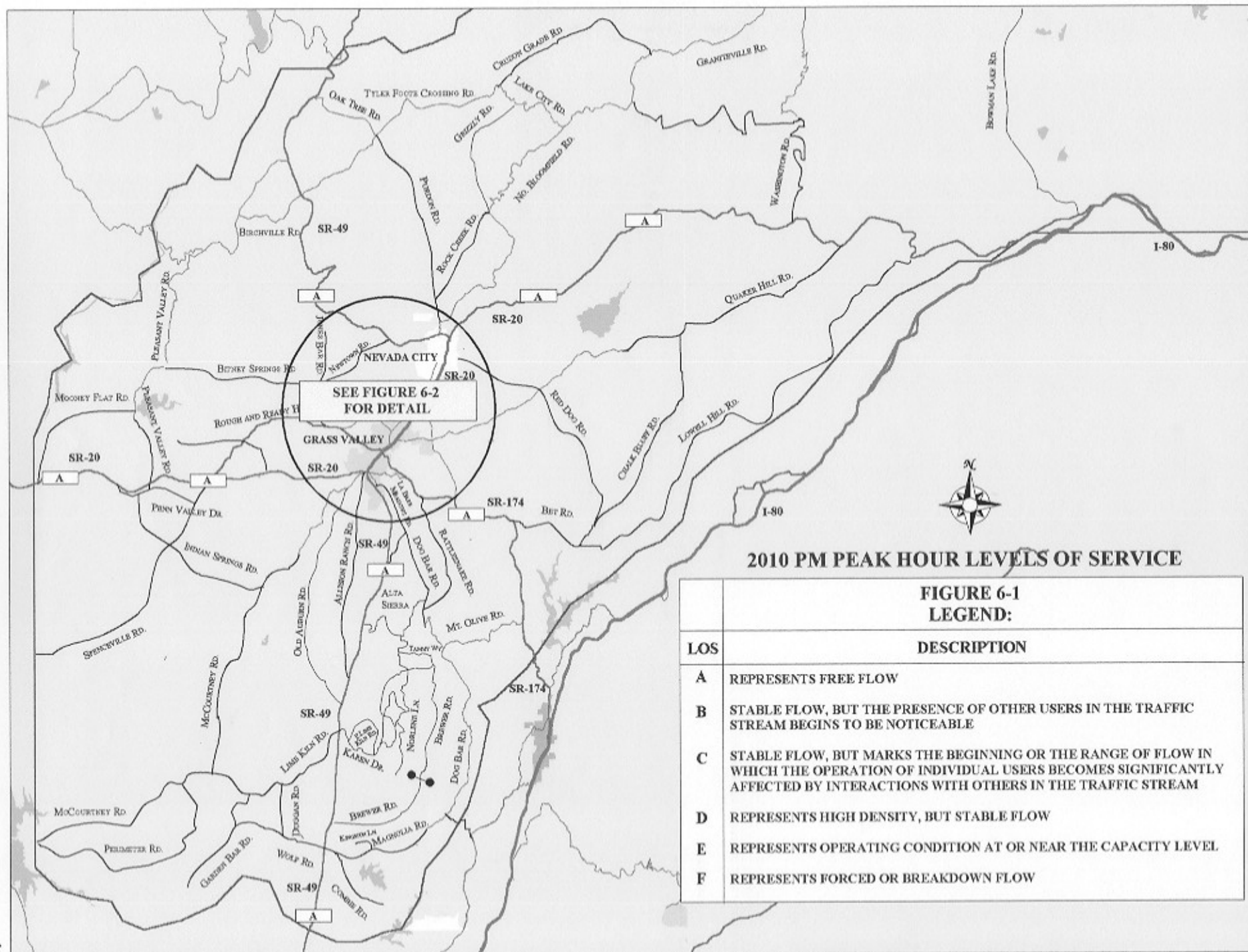
2010 PM PEAK HOUR TRAFFIC VOLUMES

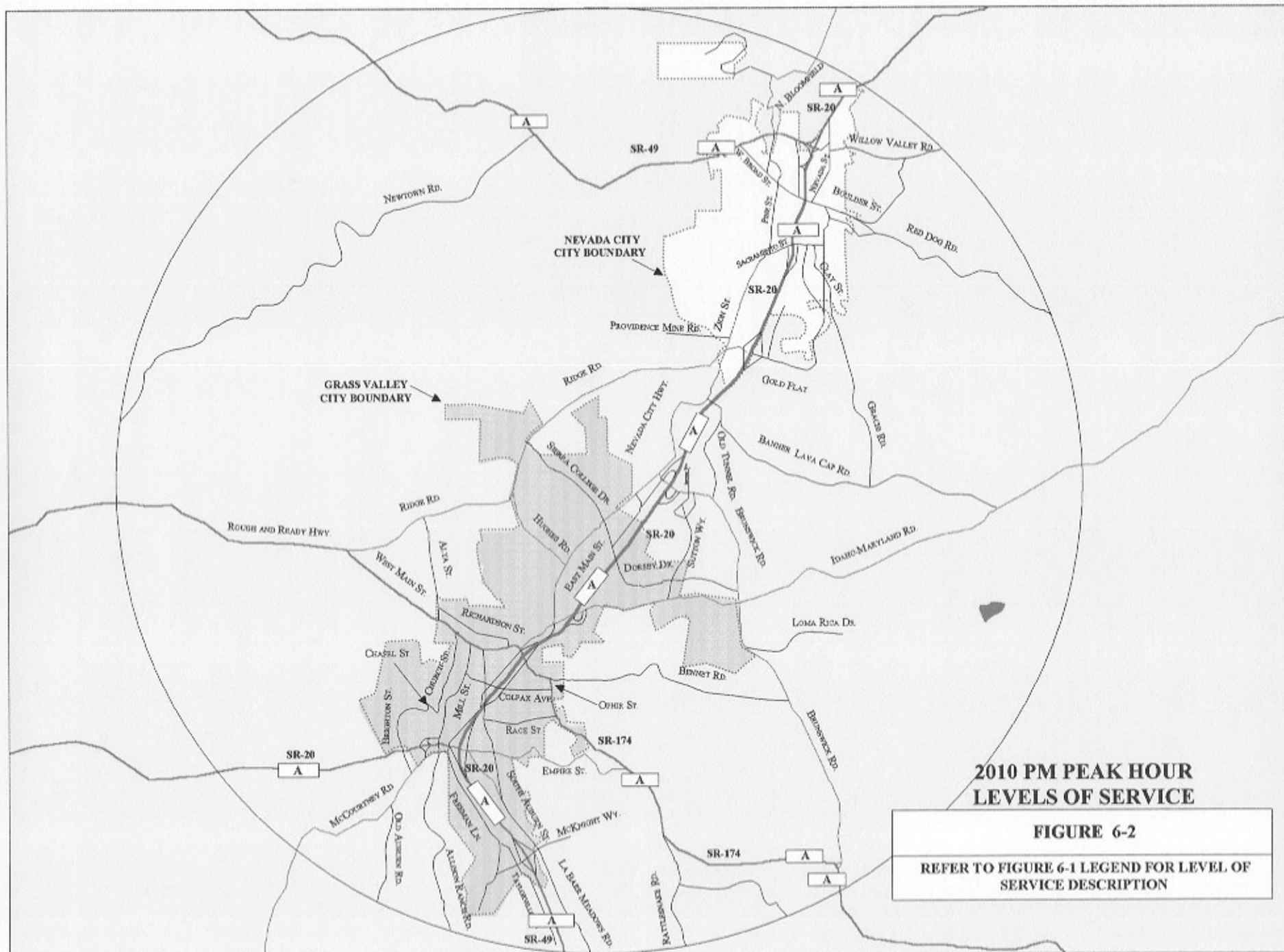
FIGURE 5-3 LEGEND:

2010 PM PEAK HOUR TRAFFIC VOLUMES WERE EXTRAPOLATED FROM RECENT VOLUMES, THE TRUCKEE/MARTIS VALLEY CAPITAL IMPROVEMENT PROGRAM, AND CALTRANS PROJECTIONS.

NOT TO SCALE



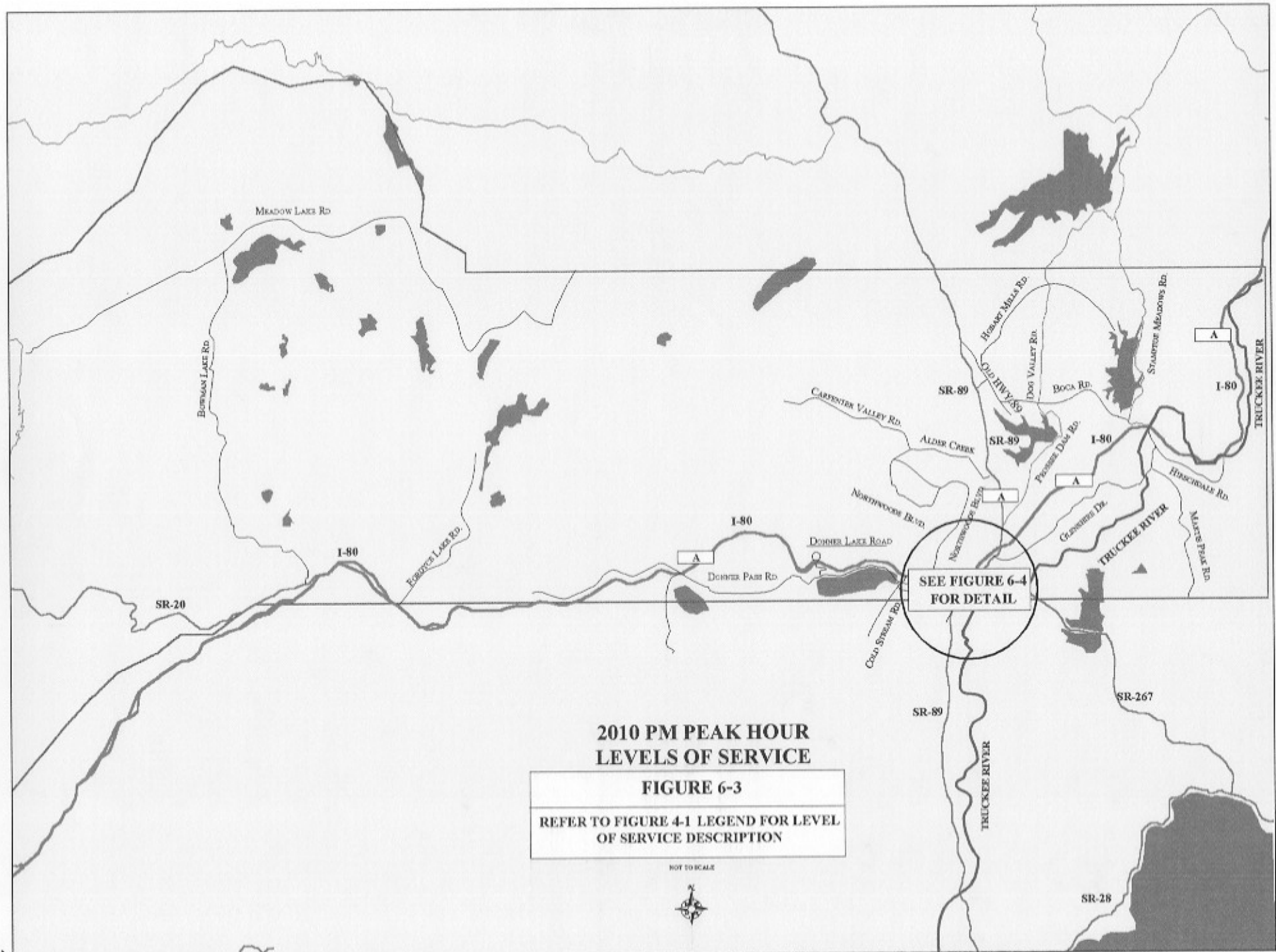


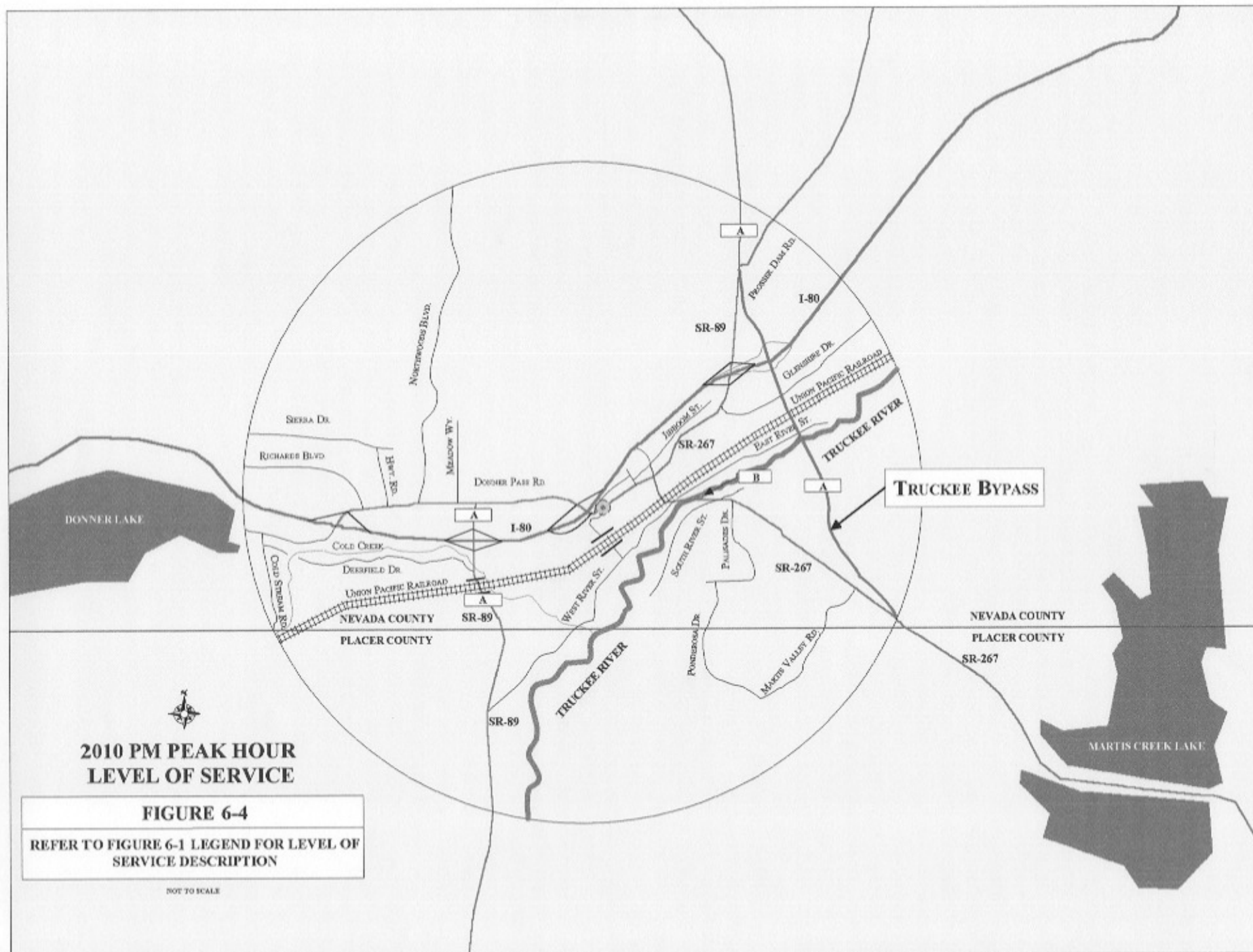


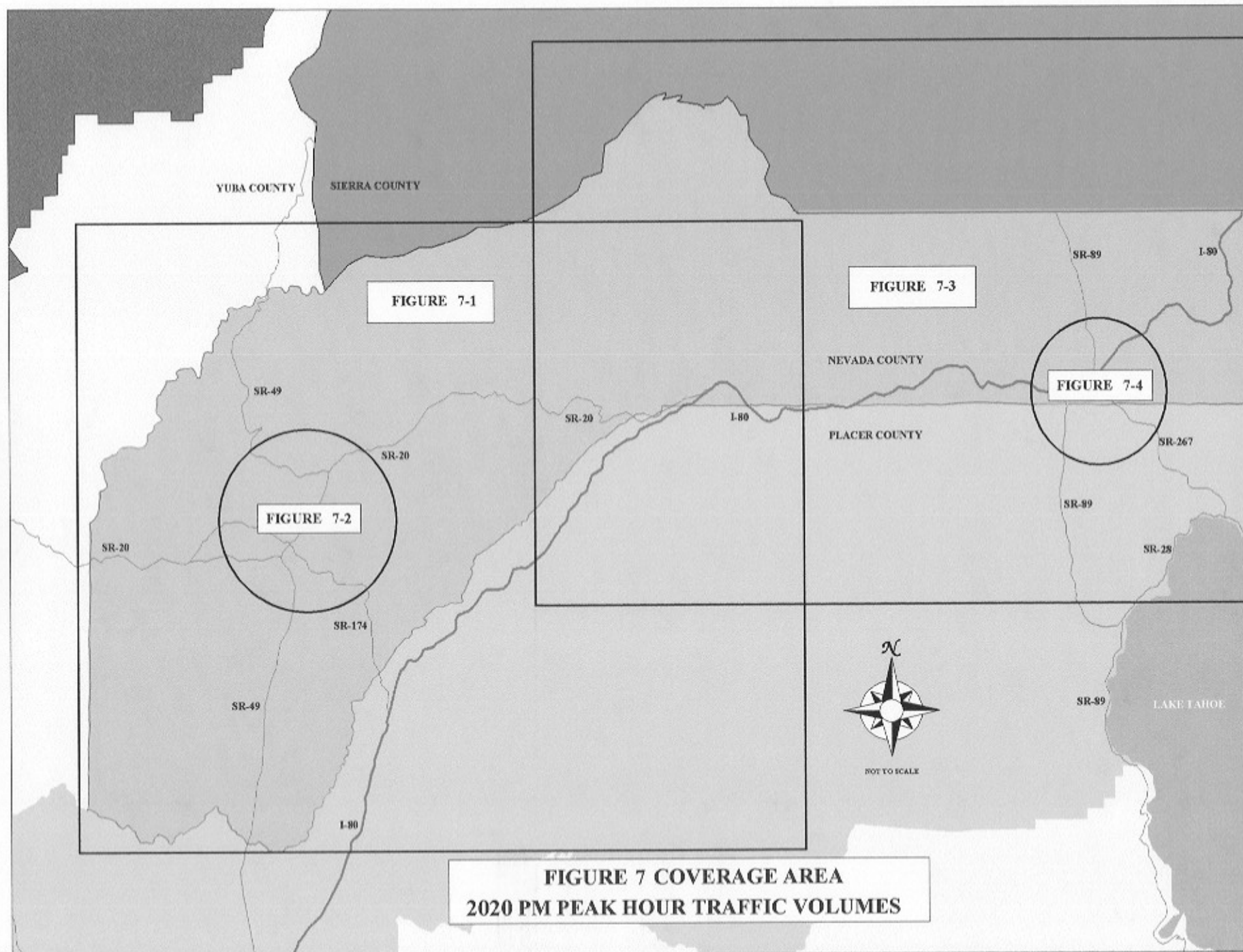
**2010 PM PEAK HOUR
LEVELS OF SERVICE**

FIGURE 6-2

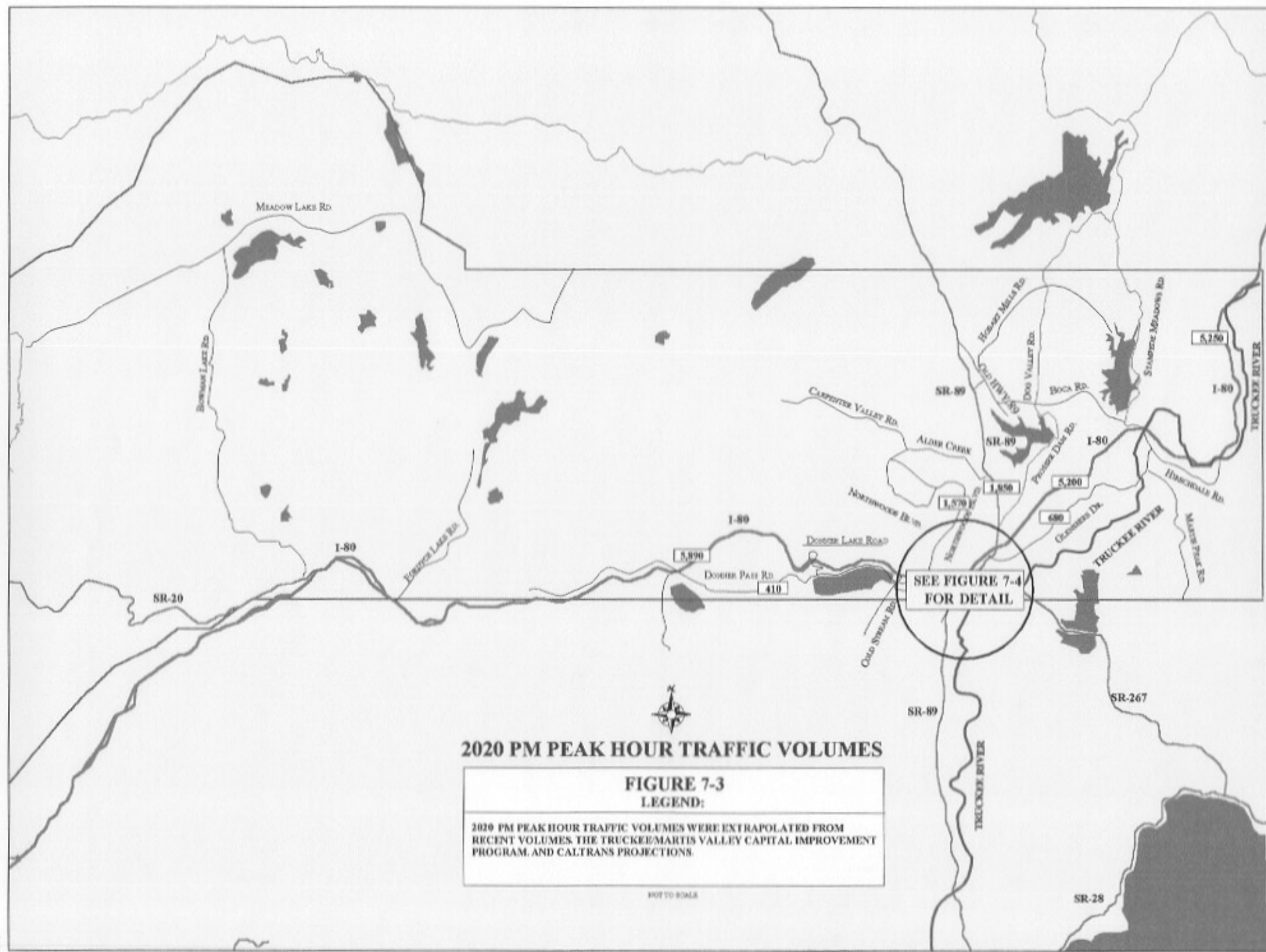
REFER TO FIGURE 6-1 LEGEND FOR LEVEL OF
SERVICE DESCRIPTION







**FIGURE 7 COVERAGE AREA
2020 PM PEAK HOUR TRAFFIC VOLUMES**



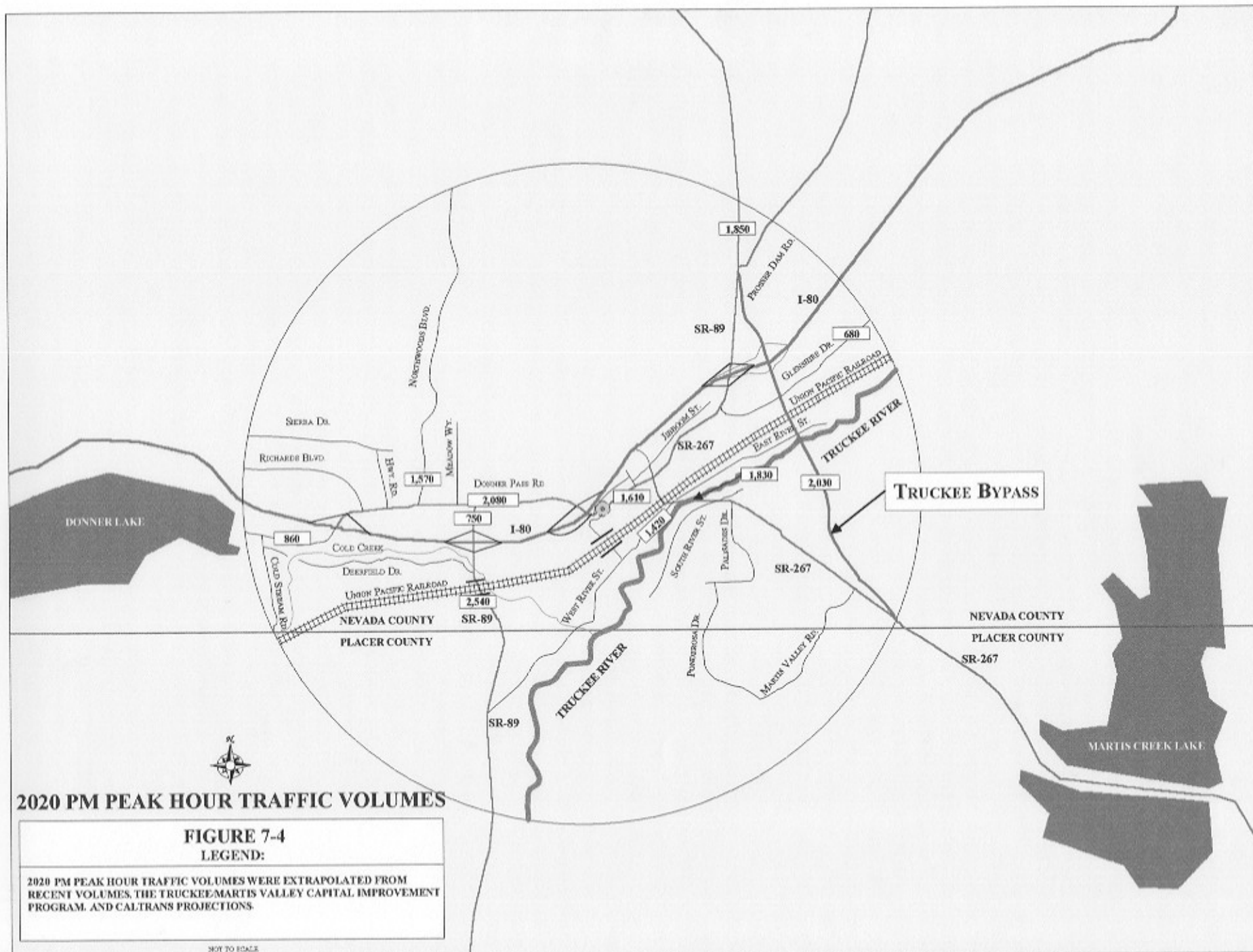
2020 PM PEAK HOUR TRAFFIC VOLUMES

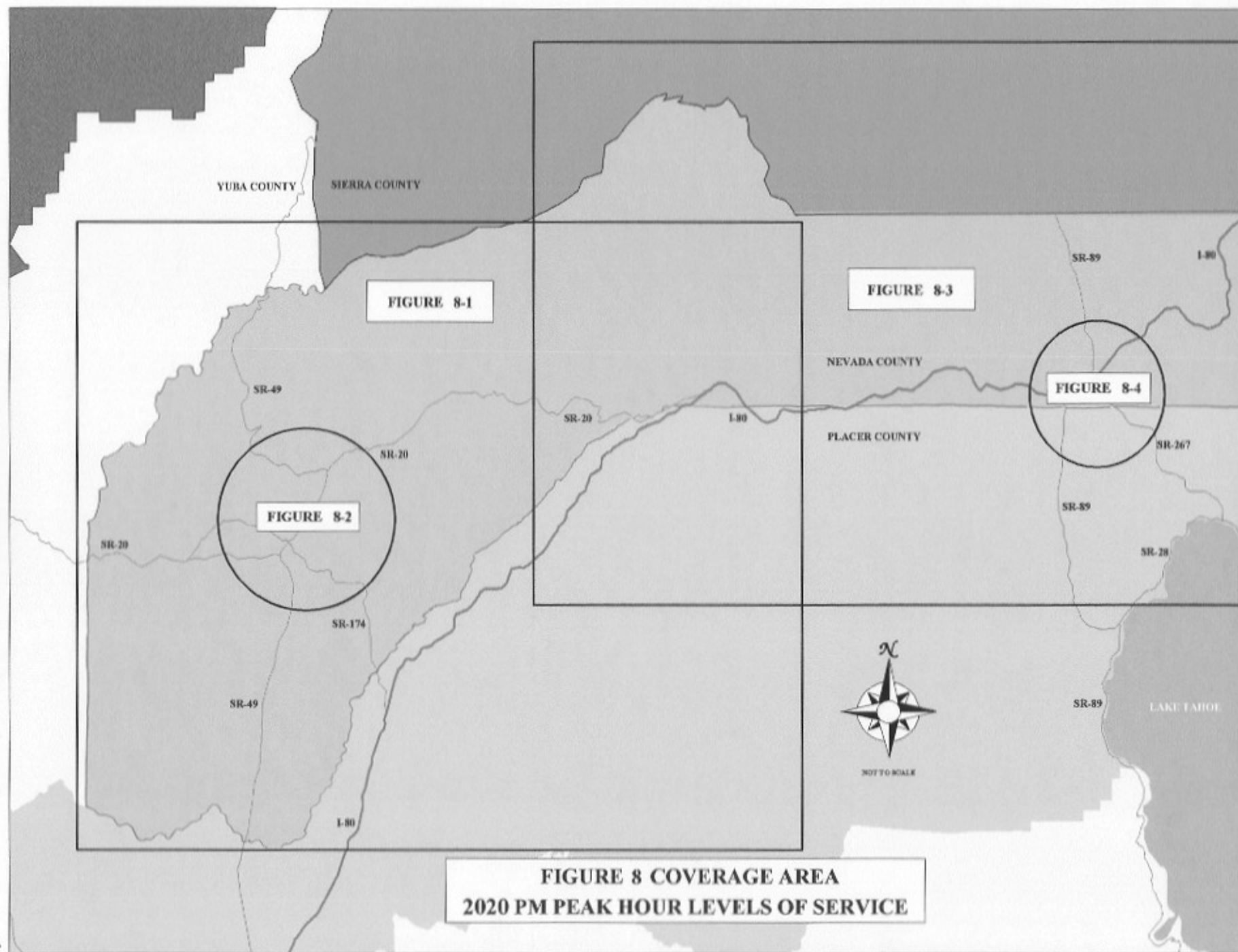
FIGURE 7-3

LEGEND:

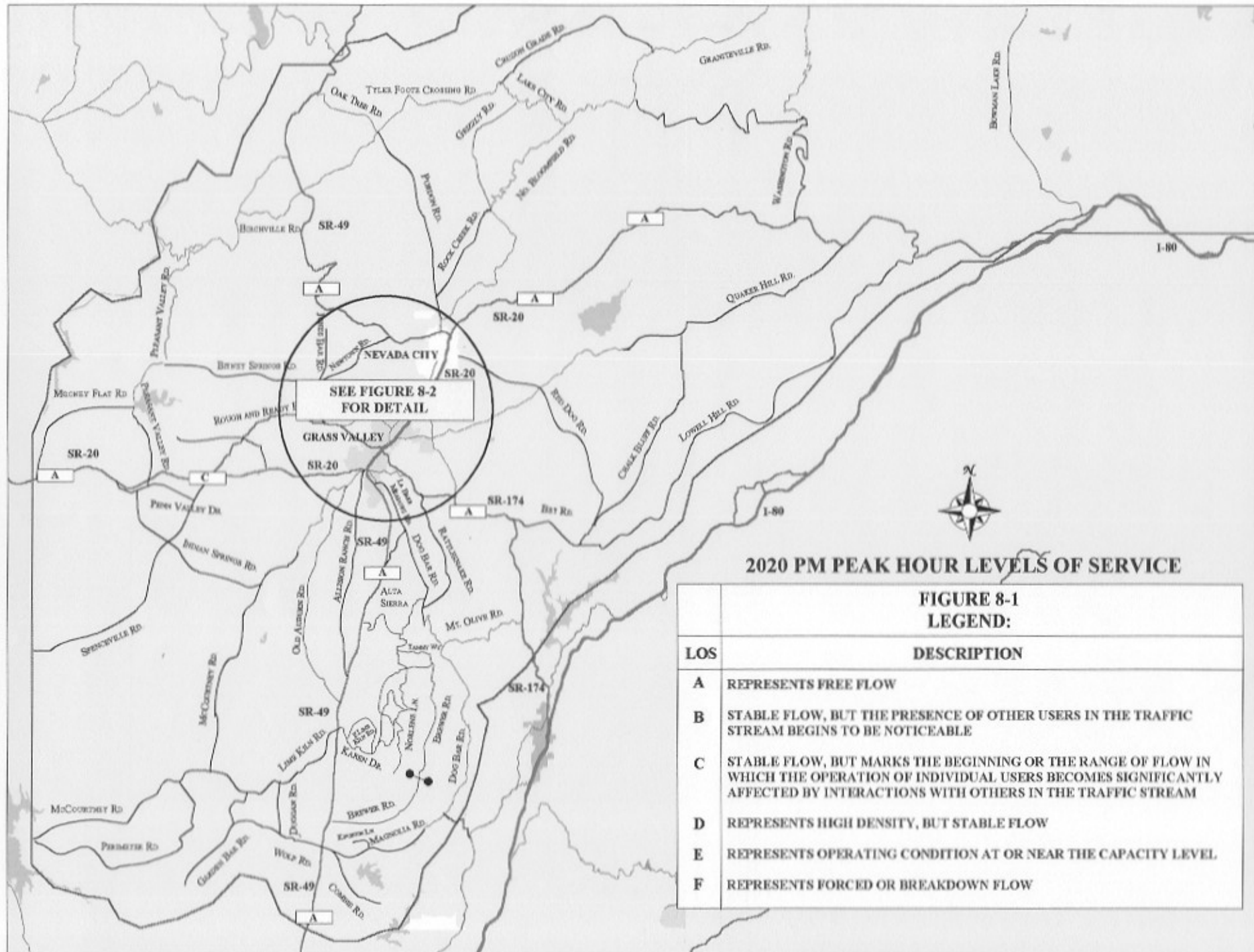
2020 PM PEAK HOUR TRAFFIC VOLUMES WERE EXTRAPOLATED FROM RECENT VOLUMES, THE TRUCKEE/MARTIS VALLEY CAPITAL IMPROVEMENT PROGRAM, AND CALTRANS PROJECTIONS.

NOT TO SCALE



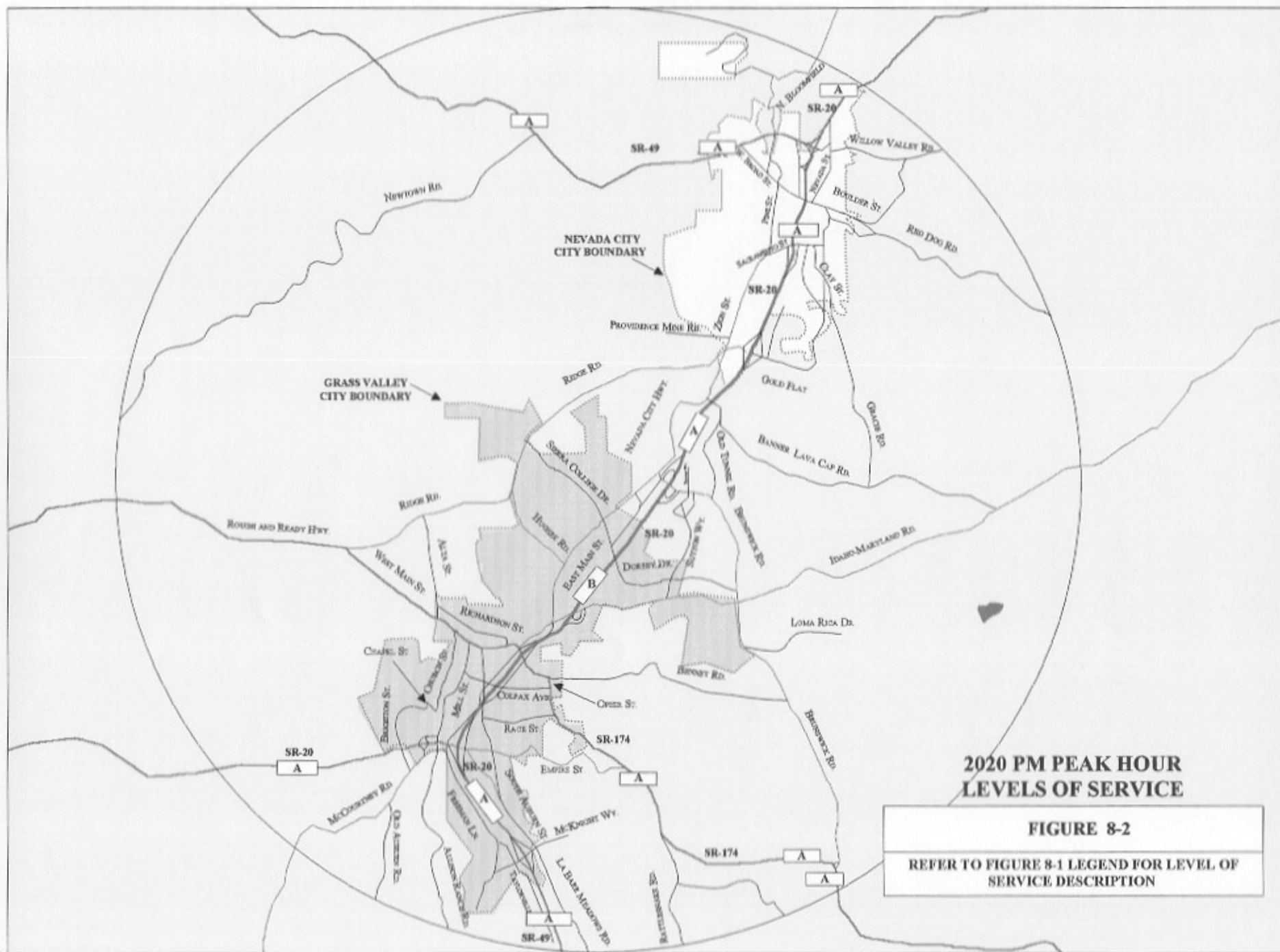


**FIGURE 8 COVERAGE AREA
2020 PM PEAK HOUR LEVELS OF SERVICE**



2020 PM PEAK HOUR LEVELS OF SERVICE

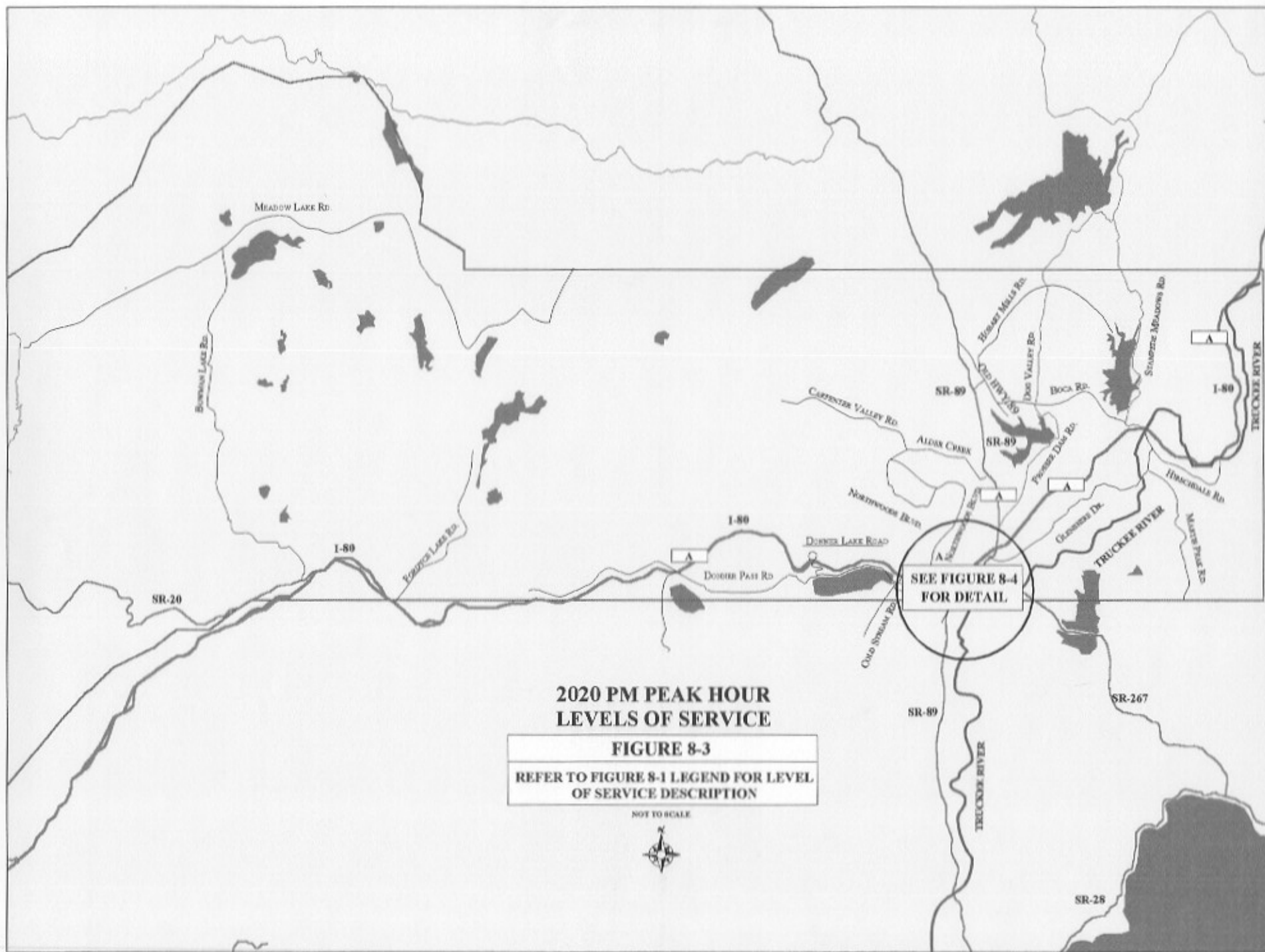
FIGURE 8-1 LEGEND:	
LOS	DESCRIPTION
A	REPRESENTS FREE FLOW
B	STABLE FLOW, BUT THE PRESENCE OF OTHER USERS IN THE TRAFFIC STREAM BEGINS TO BE NOTICEABLE
C	STABLE FLOW, BUT MARKS THE BEGINNING OR THE RANGE OF FLOW IN WHICH THE OPERATION OF INDIVIDUAL USERS BECOMES SIGNIFICANTLY AFFECTED BY INTERACTIONS WITH OTHERS IN THE TRAFFIC STREAM
D	REPRESENTS HIGH DENSITY, BUT STABLE FLOW
E	REPRESENTS OPERATING CONDITION AT OR NEAR THE CAPACITY LEVEL
F	REPRESENTS FORCED OR BREAKDOWN FLOW

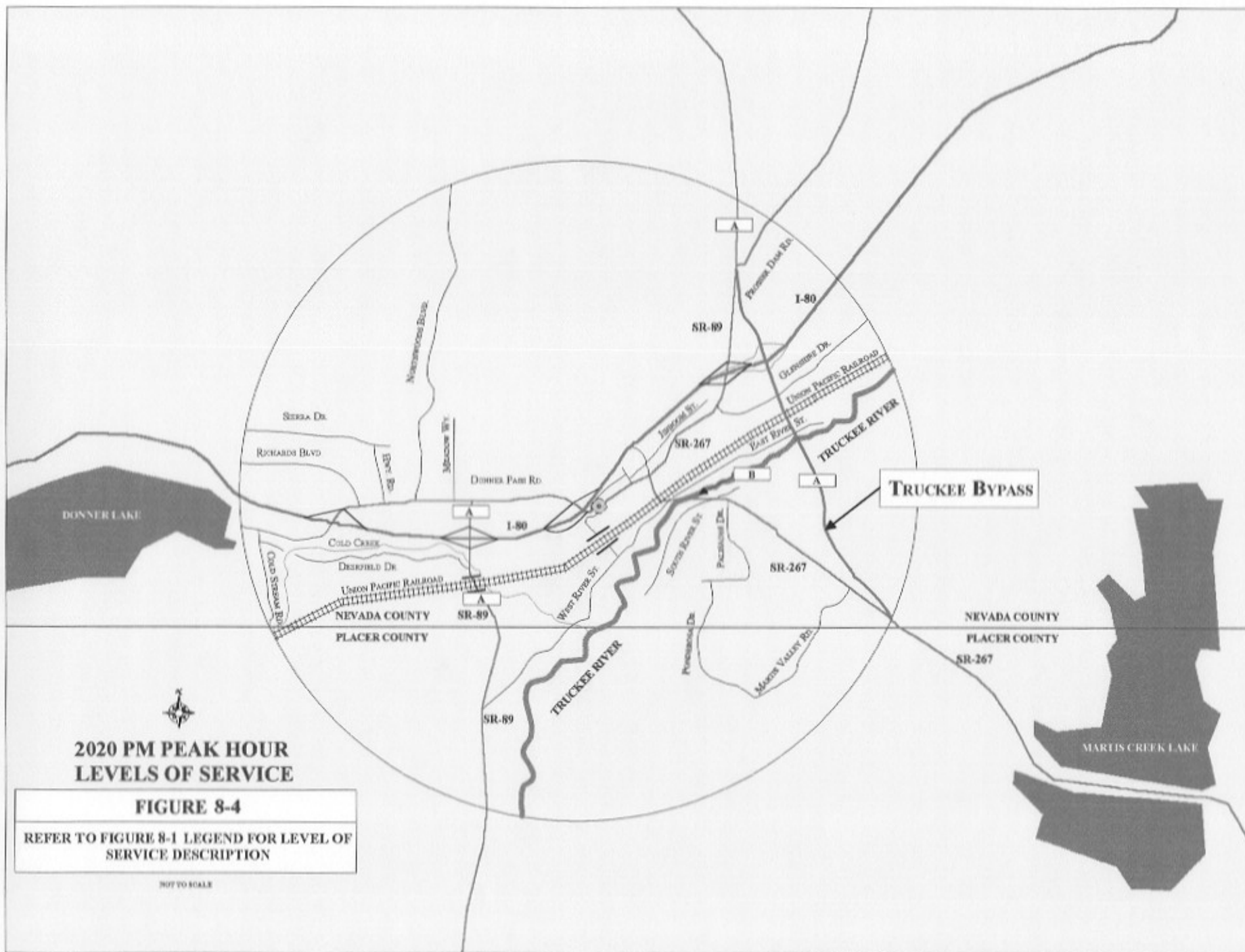


2020 PM PEAK HOUR LEVELS OF SERVICE

FIGURE 8-2

REFER TO FIGURE 8-1 LEGEND FOR LEVEL OF
SERVICE DESCRIPTION





Intersections

Thirty-seven intersections in western Nevada County and eleven intersections in eastern Nevada County were identified for analysis. The selection of these intersections was based on volume of traffic, regional significance, and available data. Figure 9 displays the intersection locations.

Intersection analysis is similar to roadway analysis in that level of service is used as the measure of operational performance. Intersections are analyzed to determine peak evening hour LOS. Intersection analysis is important because it reveals peak hour operational problems that might not be evident in analyzing daily volumes. Intersections were also analyzed using the techniques and procedures identified in the *Highway Capacity Manual*.

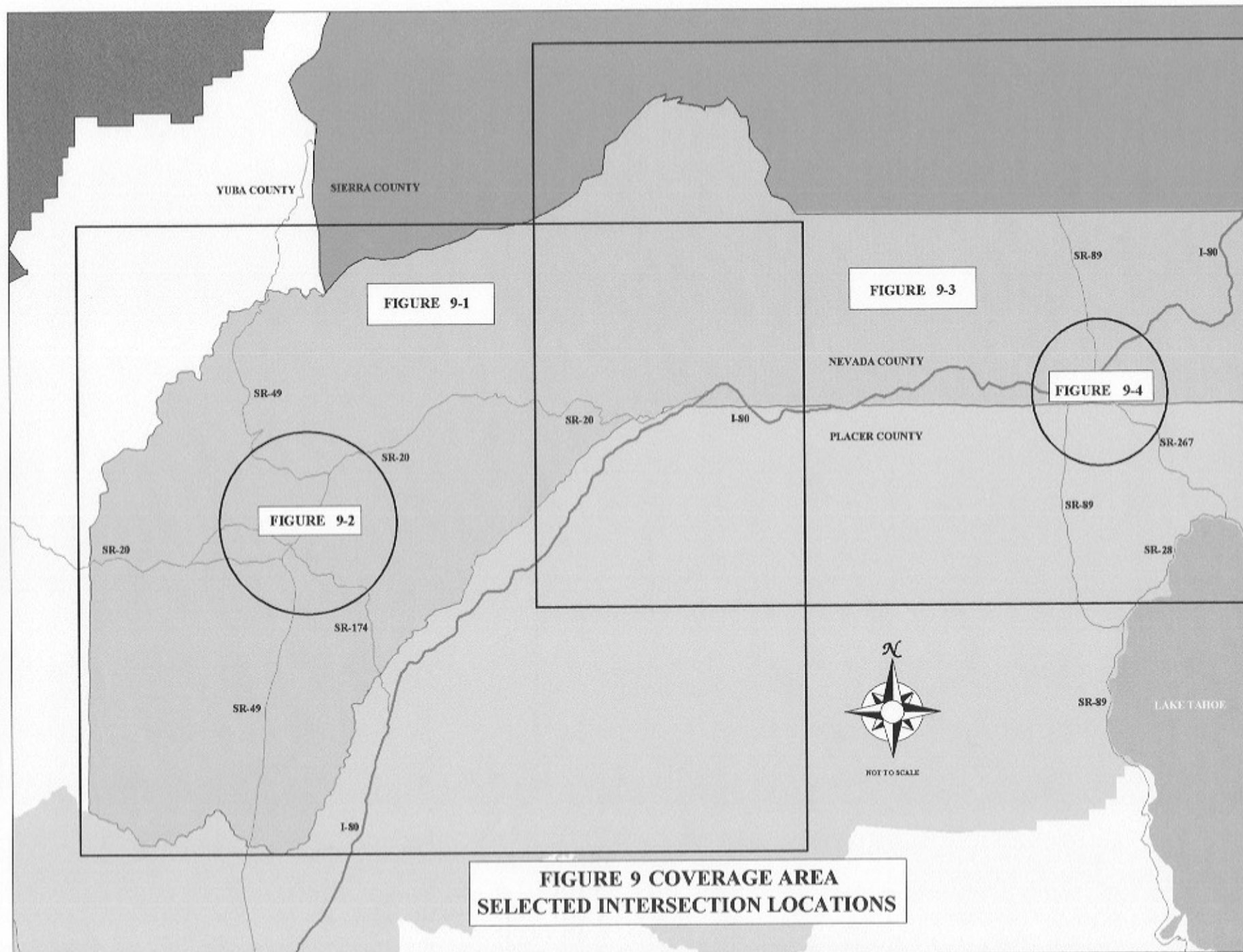
As shown on Figure 9, there are three types of intersections. An intersection is categorized based on the type of control. The three intersection categories include:

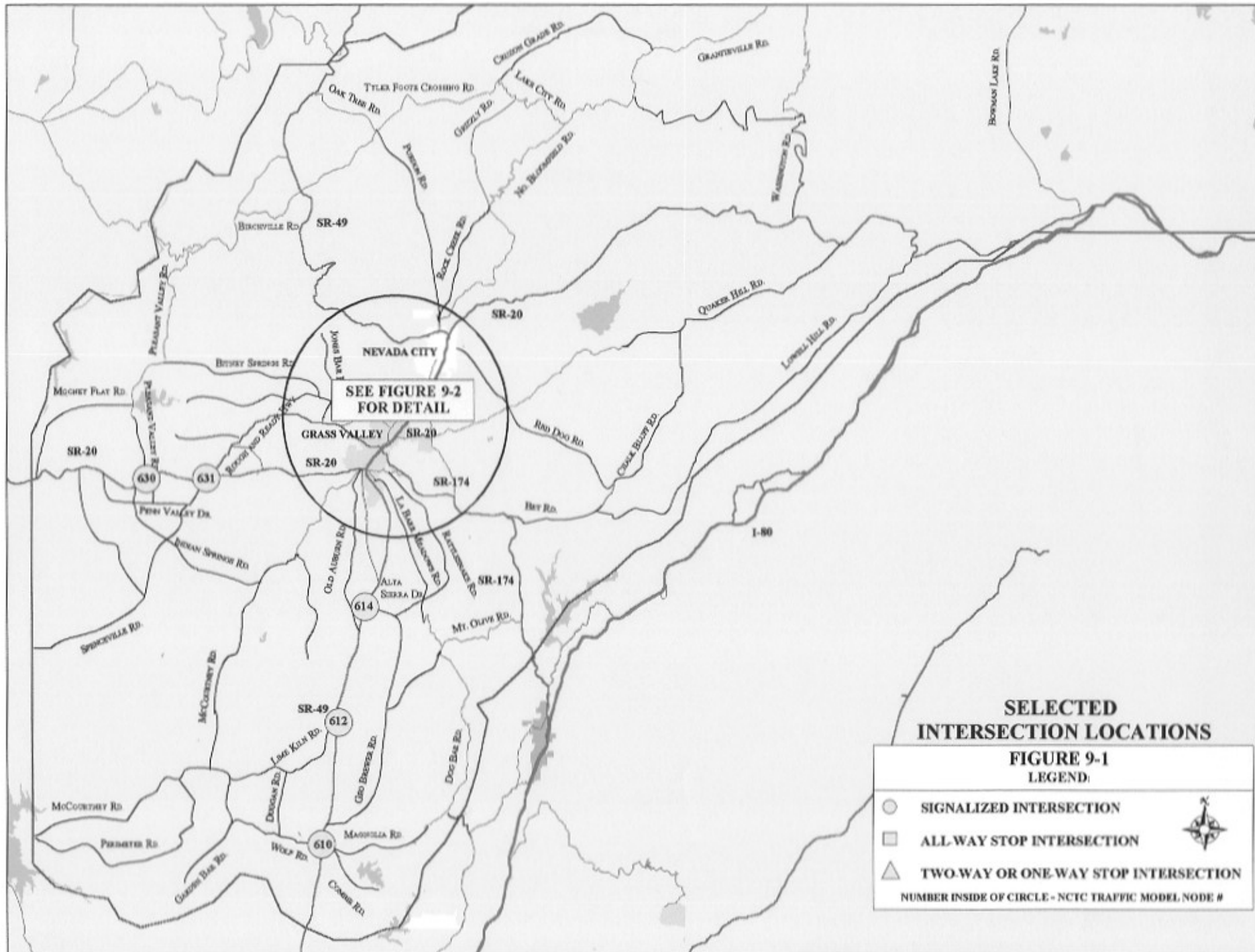
- | | |
|-----------------------|---|
| ♦ Signalized | Right-of-way is controlled by a traffic signal. |
| ♦ Two-Way Stop | Right-of-way is either controlled by a stop sign or a yield sign. |
| ♦ All-Way Stop | All approaches to the intersection are controlled by stop signs. |

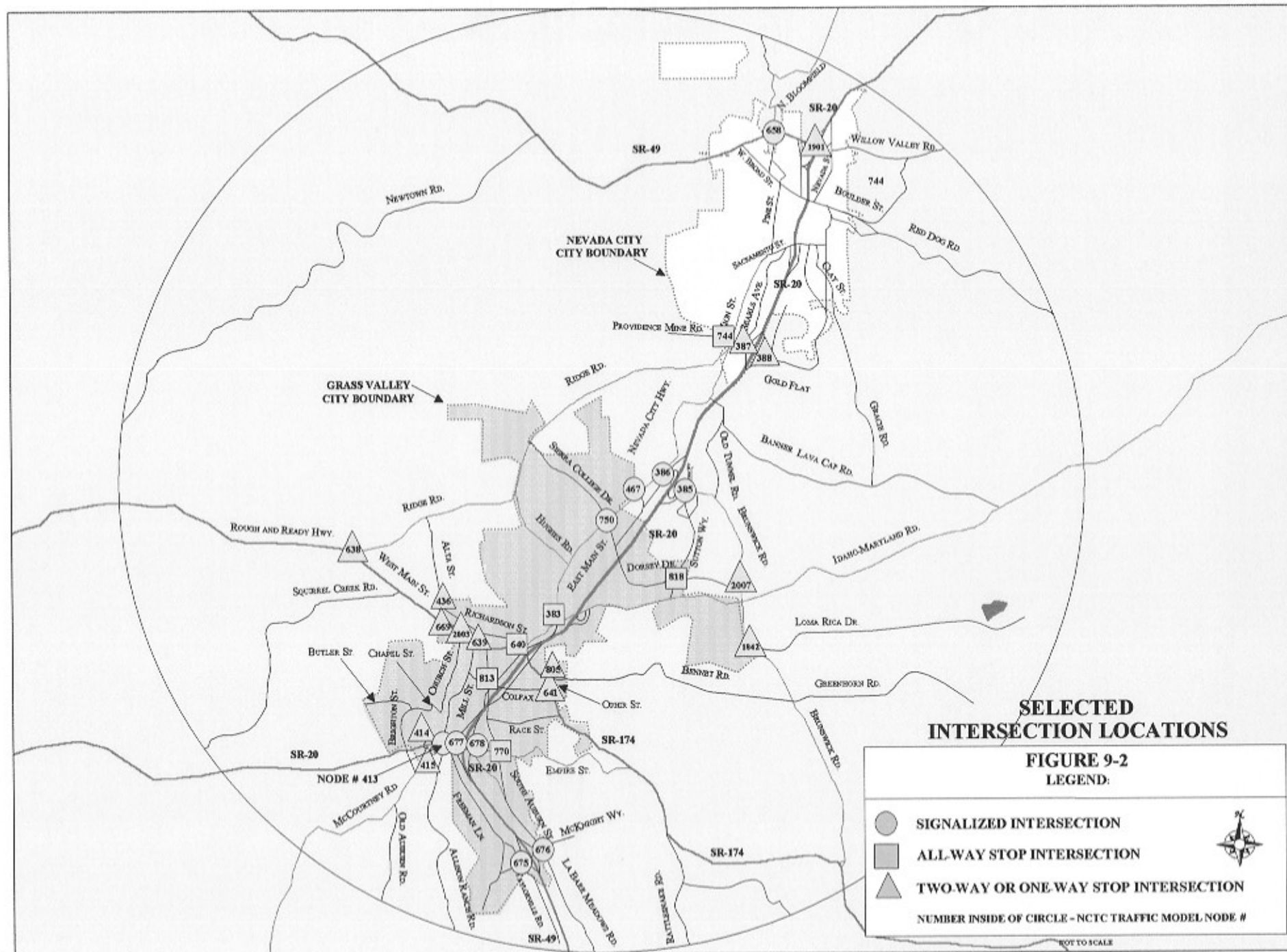
Although each intersection type has unique LOS criteria, many of the factors that influence intersection operation are similar. For instance, lane width, vehicle mix, and lane use control, all influence an intersection's capacity. For signalized intersections, other factors such as signal timings and phasing also affect intersection capacity. Tables 4 and 5 display the 1995 and 2020 unmitigated LOS for the selected intersection locations, as well as the 2020 mitigated LOS delineated from NCTC modeling analyses and data provided by the Town of Truckee.

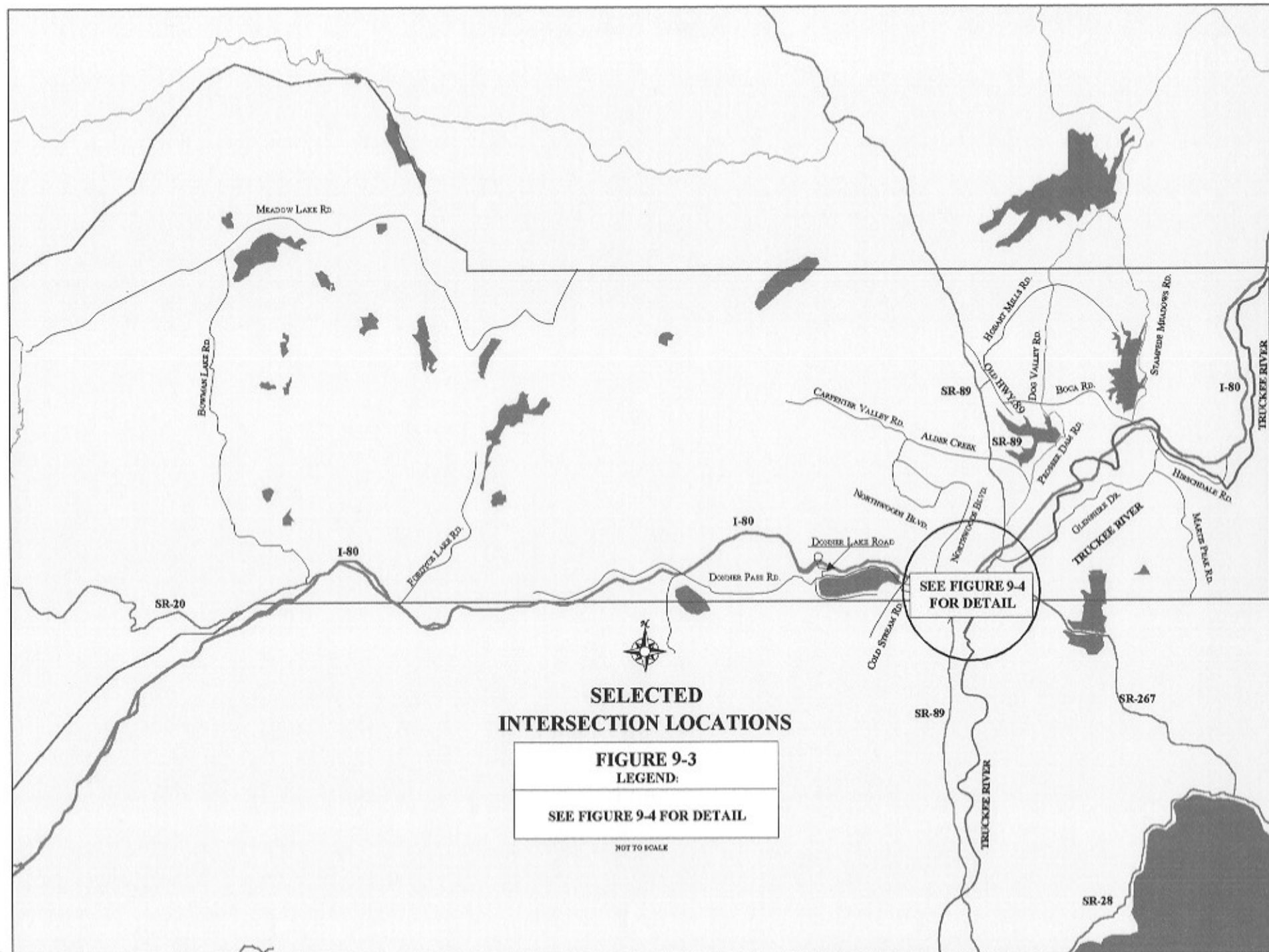
Based on the results of these analyses, further investigation was focused on the locations analyzed with LOS D or worse. The largest contributor to the poor level of service was high volumes for specific turn movements.

The intersection analysis also indicated that some intersections in Nevada County warrant a traffic signal or all-way stop control. These findings were based on traffic control warrant criteria contained in the *Traffic Manual*, Caltrans, 1994 and revisions. Proposals for improvements to intersections will be included in Capital Improvement Programs developed by Grass Valley, Nevada City, the Town of Truckee, and Nevada County.









SELECTED INTERSECTION LOCATIONS

FIGURE 9-4
LEGEND:

- SIGNALIZED INTERSECTION
- ALL-WAY STOP INTERSECTION
- △ TWO-WAY OR ONE-WAY STOP INTERSECTION
- ⊙ ROUNDABOUT

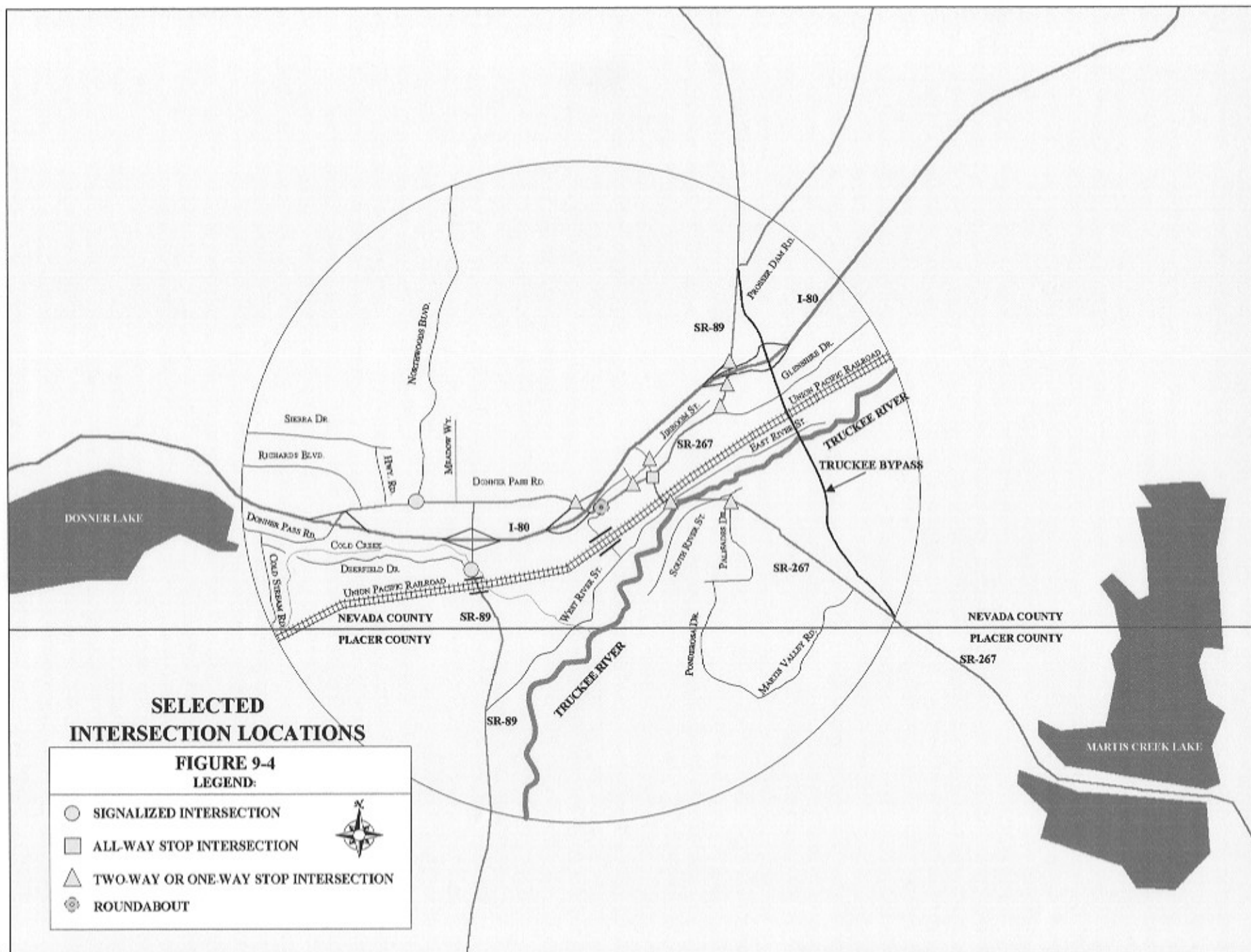


TABLE 4
SELECTED INTERSECTION LEVELS OF SERVICE FOR WESTERN NEVADA COUNTY

Year 1995 & 2020 Unmitigated Levels of Service

Node	North-South Street	East-West Street	LANE	1995 LOS	2020 LOS
383	E. Main St	Idaho Marylnd	N/A	E	F
385	SR 20/49 NB Ramp	Brunswick	N/A	C	E
386	SR 20/49 SB Ramp	Brunswick	N/A	E	E
387	SR 20/49 SB Ramp	Ridge Road	N/A	B/D	C/E
388	SR 20/49 NB Ramp	Gold Flat	N/A	C/D	C/E
413	Mill St	McCourtney Rd	N/A	D	F
414	Mill St	SR 20 WB Ramp	N/A	C	E
415	SR 20 EB Ramp	McCourtney Rd	N/A	C	D
436	Alta Street	Richardson	N/A	A	A
467	Nevada City HWY	Joerschke	W-L	D	F
610	SR 49	Combie Road	N/A	E	F
612	SR 49	Lime Kiln	N-L	B	E
			E-L	F	F
			W-L	E	E
			W-RT	D	E
614	SR 49	Alta Sierra	N/A	C	F
630	Pleasant Valley	SR 20	N/A	B	F
631	Rough & Ready HW	SR 20	N/A	B	F
638	Rough&Ready HWY	Ridge Road	N/A	A	D
639	Mill St	Main	N/A	B	B
640	Bennett St	E. Main St	N/A	E	F
641	Ophir	Colfax	N/A	C	D
658	Bloomfield	SR 49	N-LTR	E	F
			S-LTR	F	F
669	Alta Street	W. Main Street	N/A	B	C
675	SR 49 SB Ramp	McKnight Way	N/A	B/D	F*
676	SR 49 NB Ramp	McKnight Way	N/A	C/D	F*

Year 2020 Mitigated Levels of Service

Node	LANE	2020 LOS	IMPROVEMENT
383	N/A	D*	Intersection Improvement
385	N/A	B*	Modify Signal & Rechanel
386	N/A	D*	Modify Signal & Rechanel
387	N/A	B*	Intersection Improvement
388	N/A	B*	Intersection Improvement
413	N/A	C*	Intersection Improvement
414	N/A	C*	Intersection Improvement
415	N/A	N/A	N/A
436	N/A	N/A	N/A
467	N/A	B	Signal
610	N/A	D*	Widening SR 49
612	N/A	C	Signal (Installed)
614	N/A	C	Widening SR 49
630	N/A	D	Widening SR 20
631	N/A	D	Widening SR 20
638	N/A	N/A	N/A
639	N/A	B*	Coordinated Signal System
640	N/A	D	Intersection Improvement
641	N/A	N/A	N/A
658	N/A	B	Signal (Installed)
669	N/A	N/A	N/A
675	N/A	C	Roundabout & Striping
676	N/A	C	Roundabout & Striping

*Detailed Explanation on page 66

Note: Specific turn movements are shown when below adopted Level of Service standards. Where specific turn movements are not listed the Level of Service is the average for the entire intersection.

TABLE 4 (Continued)
SELECTED INTERSECTION LEVELS OF SERVICE FOR WESTERN NEVADA COUNTY

Year 1995 & 2020 Unmitigated Levels of Service

Node	North-South Street	East-West Street	LANE	1995 LOS	2020 LOS
677	SR 49 SB Ramp	Empire	N/A	B	C
678	SR 49 NB Ramp	Empire	N/A	A	B
744	Zion St	Ridge Road	N/A	D	D
750	Main Street	Sierra College	N/A	B	E
766	Brighton St	McCourtney Rd	N/A	A	B
770	S. Auburn St	Empire St	N/A	D	E
778	Brunswick	Bennett	N/A	B	D
805	Ophir (174)	Bennett	N/A	B	D
813	S. Auburn St	Colfax Ave	N/A	E	F
818	Sutton	Dorsey Dr	N/A	B	D
1842	Brunswick	Loma Rica	W-L	E	F
1901	SR 20	Uren / SR 49	N-L	D	F
			E-L	F	F
			T	E	F
			W-L	F	F
			T	E	F
2003	Church Street	W. Main Street	N/A	D	D**
2007	Brunswick	Dorsey	N/A	B	D

Year 2020 Mitigated Levels of Service

Node	LANE	2020 LOS	IMPROVEMENT
677	N/A	N/A	N/A
678	N/A	N/A	N/A
744	N/A	N/A	N/A
750	N/A	C**	SB RT Turn Pocket
766	N/A	N/A	N/A
770	N/A	D	Intersection Improvements
778	N/A	N/A	N/A
805	N/A	N/A	N/A
813	N/A	C**	Intersection Improvements
818	N/A	N/A	N/A
1842	N/A	N/A	N/A
1901	N/A	B	Intersection Improvements
2003	N/A	A	Coordinated Signal System
2007	N/A	N/A	N/A

****Detailed Explanation on page 67**

Note: Specific turn movements are shown when below adopted Level of Service standards. Where specific turn movements are not listed the Level of Service is the average for the entire intersection.

TABLE 5
SELECTED INTERSECTION LEVELS OF SERVICE FOR EASTERN NEVADA COUNTY

Year 1995 & 2020 Unmitigated Levels of Service

Node	North-South Street	East-West Street	LANE	1995 LOS	2020 LOS
N/A	Donner Pass Rd.	I-80 WB Ramps	N/A	A	A
N/A	Spring Street	Donner Pass Rd.	N/A	A	A
N/A	Bridge Street	Commercial Row	N/A	F	F
			E-L	E	
			W-L	F	
N/A	Bridge Street	Jiboom Street	N/A	A	B
N/A	SR 267	Glenshire Road	N/A	B	F
			W-L	F	
N/A	SR 267	I-80 WB Ramps	N/A	A	F
N/A	SR 267	I-80 EB Ramps	N/A	A	F
N/A	Bridge Street	West River Street	N/A	E	F
			E-L	F	
N/A	Palisades Dr.	SR 267	N/A	F	F
N/A	SR 89	Deerfield Drive	N/A	B	B
N/A	NorthWoods Blvd.	Donner Pass Rd.	N/A	B	D

Year 2020 Mitigated Levels of Service

Node	LANE	2020 LOS	IMPROVEMENT
N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A
N/A	N/A	C/D	Signal
N/A	N/A	N/A	N/A
N/A	N/A	C/D	Signal
N/A	N/A	C	Signal
N/A	N/A	C/D	Signal
N/A	N/A	E	Signal
N/A	N/A	C/D	Signal (Installed)
N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A

Note: Specific turn movements are shown when below adopted Level of Service standards. Where specific turn movements are not listed the Level of Service is the average for the entire intersection.